

The Daily Colonist.

WELLINGTON and COMOX
HOUSEHOLD
COAL
Hall, Goepel & Company
Telephone 83
100 Government Street

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VICTORIA B. C. SUNDAY OCTOBER 15 1899

FORTY-SECOND YEAR

Dutch Bulbs

Hyacinths, Tulips, Narcissus,
Snowdrops, Freesia, Crocuses

INVERTAVISH FLORAL CO.

39 Government St.

The Well-Dressed Woman



No matter how beautiful the costume a lady wears, it requires a suitable combination of the small extras to make the fashionably dressed woman. Nothing is more important than that the purse and card-case should be such that it improves the combination. Our Mr. Mitchell, who has been for the past two months searching the Eastern markets for new and fashionable goods, has just forwarded us a sample line of combination purse and card cases that are the finest we have yet seen, as there are no two alike. Come and see if you cannot find what you want while our assortment is large.

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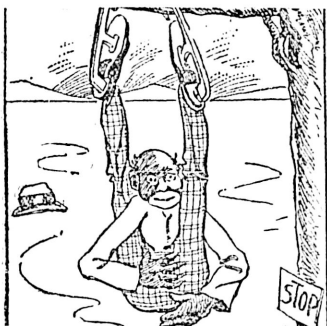
PREPARE for the
FESTIVE SEASON.

DANDICOLLE & GAUDINS'
CHAMPIGNONS

Petits Pois Pate de foie Gras
Truffles Genuine Russian Caviare

Hudson's Bay Co., Importers of
English and French
Delicacies.

We are Sailing



This great race on a sea of LOW PRICES, with a strong wind of QUALITY and our sails full set with BARGAINS.

CAPE COD CRANBERRIES.

Imperial Milk 10c. Tin
Flake Barley 4lbs. for 25c.
Quaker Oats 2 pkgs. for 25c.
Golden Corn Meal 10lbs. for 25c.
Develled Crabs 15c. Tin

Use Tarragon Vinegar in your salads.

Dixie H. Ross & Co.

Sales by Mr. Herbert Cuthbert

Monday, Oct. 16, 2 p.m.

I will sell at my new sale rooms, 37 and 39 Landley street, opposite the new courts, on account of whom it may concern, a large quantity of

Desirable Furniture

ELEGANT CARPETS,
PIANO, Etc.

comprising in part, upright grand piano by Heintzman, very handsome parlor set in oak, dining room set in oak, lounge in velvet; Upholstered Chairs; Kattan Arm and Reception Chairs; Oak Rockers; Extension Dining Table; Maple Dining Table; Oak Dining Chairs; fine Oak Sideboard; Walnut Dinner Service of 125 pieces, cost \$250; Electro-Plated Cake and Fruit Stands; Two Solid Oak Bed Sets; fine Maple Bed Set; Two Ash Bed Sets; Wire and Top Mattress; very fine Brussels and Tapestry Carpets, mostly in squares; Hall and Stair Carpets; Child's Cradle and Mattress; Engravings and other Pictures; very fine Happy Thought Range; Royal Perfection Range, both as good as new; Kitchen Tables and Chairs; Hose, etc., etc.

Terms, Cash. Delivery same day on account of the sale of Mr. Duck's goods on Tuesday.

On Tuesday, October 17, 11 a.m.

I am instructed by Mr. Blinson Duck, who is retiring from business, to sell on the premises has been let for a feed store and must be given up on the following day.

FURNITURE

and effects, comprising, fine Bed Set in Oak; fine Cherry Bed Set; Ash, Maple and Elm Bed Sets; Walnut Parlor Set, 4 pieces; Two fine Bed Lounges; Two Single Lounges; Walnut and Stuffed Sofa; Two Oak Sideboards; 12 New Wire Mattresses; 12 New Top Mattresses; Box Mattress; fine Single Mattresses; 11 New Bedsteads; 12 Toilet Services; very fine Large Coal Stove, suitable for large Store or Warehouse; Iron Sewing Cot; A large number of fine Carpets; a large quantity of Granite Ware and Kitchen Goods, usually found in a business of this kind and too numerous to mention.

Please note that this sale commences at 11 a.m. In order to get the whole of the goods sold and delivered the same day, as the premises have been let for a feed store and must be given up on the following day.

Friday, October 20th, 2 p.m.

I am instructed by a gentleman giving up housekeeping to sell his

Valuable Furniture and Effects

Particulars later.

HERBERT CUTHBERT,
Leading Auctioneer.

New Fruit

Evaporated Raspberries,
Evaporated Peaches
Evaporated Apricots,
Evaporated Pears etc

New Currants.

R. P. Rithet & Co., Limited.

RING US UP.

Sales Telephone 111
General Telephone 4.

HOUDE'S

"Dufferin" Cigarettes

MANUFACTURED BY

B. Houde & Co., Quebec.

Are Better Than The Best.

Wholesale at B.C. Jobbing Co., 31 Store St. Victoria

Picture Frames of all kinds...

In stock and made to order,
AT LOWEST PRICES.

J. W. MELLOR,

76-78 FORT STREET

LADIES:—

We have something good in
Scissors and Shears (warranted)

GENTLEMEN:—

Our Razors and Shaving Materials
are guaranteed. Full instructions
given as how to use at

Fox's 78 Gov't St.

New Hay

Why don't you come and see what we
offer in that line.

Sylvester Feed Co., Ltd.

Telephone 413. City Market.

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Telephones

The Victoria & Esquimalt Telephone Co.,
Ltd., is now installing telephones

Free of Construction Charges.

For locality and terms apply to

R. B. MCKICKING,
Manager.

Five Sisters Block, Victoria, B. C.

PRAIRIE FIRE'S

AWFUL WORK.

Hundreds of Settlers in Manitoba Stripped of All Their Belongings.

Special to the Colonist.

Winnipeg, Oct. 14.—Awful destruction by prairie fires during the high winds of Thursday and Friday of last week is reported in the Dauphin country.

Hundreds of settlers were surrounded before they had time to realize the danger, and were unable to stop the ravages of the flames. Houses, barns, fences and grain stacks went up in smoke. The district burned covers nearly 100 miles square.

MINERS' FELLOW FEELING.

Rosslanders Endorse the Case of Their Fellows in Transvaal.

Rossland, Oct. 14.—At a public meeting held last evening for the purpose of hearing an address from the Hon. Sidney Fisher, Dominion minister of agriculture, and Hewitt Bostock, M. P., the following resolution was offered and unanimously carried by the crowded audience, amongst whom were many American citizens resident in Rossland:

Moved by Alderman Lalonde: "That this meeting, composed of British and American subjects, who are working harmoniously together in the gold fields of British Columbia, where they enjoy the fullest measure of freedom and justice, whilst deploring the necessity for war between Great Britain and the Transvaal, take this opportunity to assure the British government of its warmest sympathy, and hereby urges the Canadian government without delay to make offers of assistance to Great Britain as may seem desirable."

When the chairman put the motion the entire audience rose, and after cheering heartily sang the national anthem vigorously.

ADMIRAL COLOMB DEAD.

London, Oct. 14.—Vice-Admiral Philip Howard Colomb died to-day at his residence in Pottley, Hampshire, in the 68th year of his age.

Insist on getting Martell's Three Star Brandy.

The Might Of Britain

South Africa Receiving a Force More Powerful Than Crushed Napoleon.

Gen. Buller Will Be Absolute in a Thoroughly Aggressive Campaign.

Chamberlain Bound to Convert Boer Remnant Into Loyal British Subjects.

Cable Letter to Associated Press.

London, Oct. 14.—War, so often predicted in these despatches as being the inevitable climax to hopeless negotiation, has come at last and is now in full swing for the subjection of the little republic, whose military sun sets and rises at Majuba Hill. Great Britain has set going machinery more powerful than that which crushed Napoleon and twice as strong as that which gave her Egypt and the Sudan. Gen. Sir Redvers Buller has gone, and already the Boer bullets have sung the song of desperate defence.

That the next few weeks will be marked by sharp fighting can almost be taken for granted. That the result will probably be for a time not too favorable to the British is also to be admitted. The main question is, how long are hostilities to last? Ultimate English victory is assured by virtue of overwhelming strength. A forecast of the length and nature of the campaign should not be ventured without knowledge of an extraordinary circumstance communicated to the Associated Press on most reliable authority, namely that Gen. Buller has gone to take entire command of the South African situation. He will be as

Absolute as Was Wellington and less hampered than was Kitchener. Therefore not only is the conduct of the war in his discretion, but also virtually the future of all South Africa

Two months ago the secretary of state for war, the Marquis of Lansdowne, offered Gen. Buller command of the projected army corps. Sir Buller declined to accept the command unless the war office would guarantee him between 60,000 and 70,000 men. He is quoted as having said on that occasion: "I shall not be handed down in history as another Sir George Colley." The reference of course was to the defeat at Majuba Hill, and he also said that if he were to go it must be on the distinct understanding that he could select his own staff and would be entirely uninterfered with by the war office.

Prior to Lord Lansdowne's assent Gen. Buller freely expressed the opinion that when he had driven the Boers into a corner, his hand might be stayed by a peace loving cabinet, or a well intentioned war office, a condition of things he could not tolerate, for as he expressed it, his hand was "not one of those that once put to the plow releases its grip." It appears that both the Queen and cabinet practically acquiesced in his demand, although of course retaining a nominal control scarcely worth the name. Buller is pretty certain to cut the wires behind him as he goes, and to keep his hand on critical moments, for fear the cabinet might change its mind. He knows the Boers and has no liking for them. He has campaigned over the whole present battleground, and is above all a soldier from head to foot. As soon as he reaches South Africa he will inaugurate a campaign of

Such Aggressiveness as the World has

seen since the Boer war. He will be justified by virtue of his own superior force. The sternest measures will not be too strong for him and until the last vestige of Dutch power, whether in Transvaal or the Orange Free State or Cape Colony, is swept out he will not stay his hand.

The idea is well illustrated by a cartoon in this week's Punch representing John Bull saying, "As you will fight, you shall have it this time. It is a fight to the finish."

Once Gen. Buller gets to work it is believed here the Boers will offer little organized resistance. Something depends of course, on the success they meet with in the interim, but the

Life Insurance Companies are only asking an extra premium of five per cent. as a war risk, in other words, placing the odds at 20 to 1. The Outlook quotes a member of the cabinet, whose name is not given but who is evidently Mr. Chamberlain, as saying in private conversation: "Absolute equality, nothing more and nothing less, is what we intend to secure in South Africa. There can be but one fate for the Boer oligarchy, and there can be left no doubt regarding British sovereignty over all South Africa. When those ends have been attained, the policy of magnanimity and consideration such as has made the French-Canadians loyal British subjects will, I have no doubt, be applied with equal success in South Africa."

The Shipping Gazette says the calling out of the reserves is seriously affecting the ship yards and engineering works, especially the latter, resulting in a slackening of the rate of production. The plethora of money in England is evidenced by the fact that the Mansion House fund for the Capetown refugees already reaches more than \$300,000; while \$150,000 has just been paid for a private orchid collection, \$735 going for one plant.

The General's Departure. Southampton, Eng., Oct. 14.—The arrival and embarkation of Gen. Sir Red-

vers Buller was the occasion for a scene of frantic enthusiasm. Thousands of townspeople and visitors swarmed near where the mayor of Southampton welcomed Gen. Buller amid loud cheers and waving handkerchiefs, hats and walking sticks. The General smilingly acknowledged the demonstration and went immediately on board the steamer, entering the captain's cabin, where he bade farewell to Lady Buller and his daughter. When the Dunmore Castle sailed with Gen. Buller and other standing on her deck, the crowd cheered themselves hoarse and sang "God Save the Queen" as she glided from the dock.

KETTLE RIVER RAILWAY.
Application for Charter on Behalf of New International Scheme.

Ottawa, Oct. 14.—Lloyd Manley and others are applying for incorporation to build a railway from near Cascade on the United States boundary, west through the Kettle River valley to Carson, with a branch from Grand Forks 50 miles up the Kettle river and another from Grand Forks by way of Greenwood to Midway, also to build telegraph and telephone lines.

Canadians to The Front.

Commanding Officers in Each City Now Taking Names of Local Volunteers.

Dominion Takes No Responsibility Except to Equip and Deliver Recruits.

From Our Own Correspondent.

Ottawa, Oct. 14.—A militia order to-day reads: "The Governor-General-in-Council having been pleased to approve of the despatch of Canadian volunteers formed into eight companies of infantry for active service in South Africa, it is hereby notified that 1,000 volunteers will be accepted and that their enrolment has been authorized at the places mentioned below, upon the following conditions, viz: Service under the Army Act for six months, with liability of extension to one year; rations, clothing and equipment to be provided free; pay at the rate laid down in militia regulations for permanent corps from attestation until date of disembarkation in South Africa, from which date pay will be at British rate; standard height, 5 feet 6 inches, with 34 inches chest measurement; age, not less than 22 nor more than 40.

"The following are the places of enrolment: Victoria, Vancouver, Winnipeg, London, Toronto, Ottawa, Kingston, Montreal, Quebec, St. John, N. B., Charlottetown, Halifax. Men desirous of offering their services should make application in person or by letter at the office of the officer commanding the military district, or to the commanding officer of their corps of militia. Commanding officers will at once forward to the District Officer Commanding names thus received, with their remarks."

LT.-COL. OTTER, D. O. C. at Toronto, has been offered the position of Major of the Canadians, which means he will be in command of the detachment till it reaches Capetown.

The soldiers will be clothed for active service in khaki suiting, webbing, breeches, such as British soldiers have found best adapted for African campaigning. The jackets will be made by Sanford & Co., and the breeches by Mark Workman, of Montreal. The material is somewhat scarce in Canada, but the department will procure sufficient abroad. The Sanford company are also working upon an order placed some time ago for a large supply of rifle uniforms.

CANADA JUST STARTS THEM.

Discontent with the terms of the government's assistance to the Empire in Africa does not dampen the ardor of volunteers for enlistment, although grumbling at the paltering of the government is heard on every side. The Free Press, the government organ here, plainly verifies the construction placed upon the official announcement in the Colonist's last night. The paper says: "On arrival in South Africa the Canadians will to all intents and purposes, become British forces, and expense to the Canadian government will cease on their arrival at Capetown."

TORONTO OFFICERS' PROTEST.

Toronto, Oct. 14.—Col. G. T. Denison writes a strong letter to the contingent, saying Canada should send a force commanded by her own officers at her own expense. He repudiates the insinuation that Canadian officers are not fit to command and says it should seem strange that out of 70 Canadian colonels with the crossed swords before their names none could be found to command.

Boers Wait Attack.

Occupy Passes Through Which the British Troops Must Be Moved.

General White Returns Without Drawing the Enemy Into Engagement.

British Position at Mafeking Menaced—Boers Control the Water Supply.

By Associated Press.

London, Oct. 14.—A despatch from Pretoria, dated October 13, says: "Gen. Keoch wires from the Natal boundary that his command occupied Bothas Pass and also captured the railway station."

The Times publishes a despatch from Glencoe Camp, stating that the Boers have occupied Spitzkop, near Newcastle.

Pretoria, Oct. 13.—(Delayed in transmission)—Advices from Volksrust confirm the report that a Boer command has occupied Laing's Nek without casualties. The health of the burghers is good.

Pretoria, Oct. 13.—(Delayed in transmission)—The Cape government has advised the telegraph department that no further wires will be received from the Republic. Communication by wire from Natal is still open.

There are still Britishers here who are unable to leave on account of lack of funds and the Transvaal government is arranging to move them to the Cape Colony.

All reports from Volksrust agree that the burghers there are unanimous in the opinion that the settlement this time must be conclusive. They are not anxious to fight, but they prefer fighting to giving their assistance to an unsatisfactory action of the crisis.

It is not known definitely to-day (Friday) what the next move will be.

SLAUGHTER STORY DENIED.

Gen. White's Force Returned from Reconnoitre Without Any Engagement.

London, Oct. 14.—The following despatch from Ladysmith has been received at the war office: "Sir George Stewart-White went in the direction of Vannan's pass at 3 a.m. (Friday), but failed to draw the Boers to the pass. He returned to Ladysmith, where he is now. No engagement occurred."

This disposes of the sensational story that Gen. White's forces had destroyed 2,000 Boers.

General Sir George Stewart White, commanding in Natal, is estimated to have about 15,000 men stretched in strongly entrenched positions from Ladysmith to Dundee. He is a man of great resources and has the valuable assistance of General Sir Wm. Penn Symonds, experienced in his fighting in India, and General Sir Archibald Hunter, experienced in Sudan campaigns.

THE WRECKED TRAIN.

Conflicting Reports as to Fate of the Crew—Cape Policeman Saw the Attack.

London, Oct. 14.—The following despatch has been received from Capetown to-day. The engine driver and one native escaped from the wrecked train. The former was wounded in the head. He reports that Capt. Nesbitt was slightly and that the party in the train, whose number he does not know, was captured by the Boers. He believed that the prisoners were unharmed.

The armored train that was sent to Vryburg from Kimberley with two seven-pounders has returned to Kimberley in safety, having transferred the gun from the train which was destroyed.

When the train now wrecked reached Krakenburg, Nesbitt saw the Boer artillery guarding the track. He decided to run for it, but a mine exploded under the track and the train was derailed. The Boers then opened fire with artillery, reducing the train to wreckage. The British returned the fire until overwhelmed.

The latest reports from Vryburg say the armored train that was destroyed at Krakenburg contained in addition to Nesbitt's force, a number of workmen and six residents of Marigogo, south of Mafeking, who, on hearing of the Boer advance, took refuge in the train.

Vryburg, Oct. 13.—11:50 a.m. (Delayed in transmission)—According to the latest reports matters so far as the train was concerned were hopeless as soon as the

(Continued on Second Page.)

DARDANELLE CIGARETTES.

Silver Tips and Plain. The Finest Egyptian Blend.

15c. Per Packet.

HARRY SALMON, The Corner

Burned On A Steamboat

**Sleeping Passengers and Crew
Meet Horrible Death Off
New York City.**

**Several Who Escape Flames
Drowned from Lifeboat—
Brutal Firemen.**

By Associated Press.

New York, Oct. 14.—Several persons met death in the torture of flames or by drowning in a disaster which occurred to the Bridgeport Line steamboat, the Nutmeg State, off Sand Point, Long Island, at sunrise this morning. The list of injured is very short, as most of the passengers who escaped suffered nothing more than a shock, and only four persons were sent to the hospital.

The steamer was run to the beach at the outbreak of the flames, and burned to the water's edge. The dead are: Samuel Jaynes, of Bridgeport, baggage master of the Nutmeg State; Nels Nelson, member of the crew; Charles Anderson, watchman; Patrick Coffey, mate; H. Hendrick, oiler; Thomas Murphy, member of crew; John Conner, one of the crew.

Two unknown passengers. Others may have perished in the excitement, but the above are positively known to have been either burned or drowned.

The Nutmeg State, with over a hundred persons on board and bound from Connecticut towns to New York, was discovered afire about 5:30, when she was within a few miles of Sand Point, Long Island. Just how the fire started will never be known.

Chief Cook Brown first saw the smoke at 5:30 o'clock, and immediately reported to Capt. C. M. Brooks, who had just gone to his stateroom. The captain immediately made an investigation, and the flames were located in the bow of the boat. The fire was on the main deck, and seemed to be a small affair. Capt. Brooks ordered the men called to work as quickly as possible with buckets and hose. For about twenty minutes the flames did not seem to be dangerous, and the men appeared to have them in control.

Suddenly they burst into a furious blaze amidships. Baggage-master Samuel Jaynes was detached from the fire fighters and sent to alarm the passengers and all members of the crew who were in the forward part of the boat. He ran through the passageways on several decks shouting to passengers and the sleeping crew. He remained amidships trying out warnings until he was forced by the flames and stifling smoke to jump overboard. The passengers in various stages of frenzy rushed from the staterooms to the upper deck. Life preservers were given them and many of the men assisted in putting them on the women and children. By this time the entire middle section was burning fiercely and the people forward were completely cut off from communication with those on the after part of the boat. This left the people on the forward decks in a perilous situation as the lifeboats in the amidships were surrounded by flames and there were but few of the crew in the rear to give aid.

As the flames continued to spread both forward and aft, Pilot Weatherwax headed the boat at full speed for the beach at Sand Point. The drafts swept the fire towards the rear of the boat. The passengers in that part of the boat went as far on the rear deck as possible but were enveloped with black smoke and the flames were leaping towards them. With a shriek the Nutmeg State struck the rocky bottom and people seemed to shoot from all parts of her like shot from a sling. They jumped into the water and tried to reach the lifeboat which had been launched from the forward part of the vessel. All of the passengers were in the water in a few moments, but many of the crew had become imprisoned by the flames in the forward part of the lower deck.

The first person to leave the burning steamer was Baggage-master Jaynes, who gave the alarm to the sleeping passengers, when the smoke and flames forced him from amidships he almost exhausted made a leap for the sea. In doing so he struck his head against a guard rail and was stunned by the fall. The launch from Roger Maxwell's steam yacht Kismet picked him up and carried him to the Kismet where the brave fellow died shortly after being taken aboard.

The Nutmeg State had hardly struck the beach when several passing craft came to her rescue. The tugboat W. F. Reed and the Kismet were first on the spot and after those came the Hartford line City of Lawrence. The latter put out lifeboats which were sufficient to save all of the people who were in the water.

An unknown woman passenger afraid to jump into the water, although pro-

vided with a lifebelt, was seen to fall back to the blazing deck and was roasted. When it became apparent that the Nutmeg State was doomed to destruction the dozen or so of her freight handlers are said to have taken possession of the first of the lifeboats launched. They fought back any of the women and men who tried to get into the boats and refused to take the children. It was impossible for Capt. Brooks to control the rough, cowardly set of men and they were utterly oblivious to the perils of the passengers.

When the passengers were forced from the lifeboat it doubled the demand on a second which was lowered and a wild scramble of the panic-stricken people ensued. This boat was overloaded and overturned. It could not be righted and the men, women and children remained in the chilled water clinging to the boat until help arrived from the few passing craft.

The tugboat Reed ran under the stern of the Nutmeg State and some of the passengers jumped from the burning ship to its deck. Then the tug went forward and made an effort to save the imprisoned men in the crew's quarters. The boat was so intense that it drove the tug away and it again turned its attention to picking up the people from the water. It made another attempt at the bow of the Nutmeg State. Two of the firemen were saved but the other men of the crew were unable to climb out of the hold before the Reed was again forced away from the ship on account of the spread of the flames.

It is believed now that seven men of the Bridgeport boat, including Mate Patrick Coffey were burned to death in the quarters below deck at the bow. Capt. Brooks was the last to leave the Nutmeg State, and just a few seconds before his Pilot Weatherwax and P. J. Hurlbert of the Bridgeport left the burning decks.

The passengers and rescued members of the crew were placed aboard the City of Lawrence and the body of Baggage-master Jaynes was also conveyed to the Hartford line which proceeded on her way to this city and arrived about 10 in the morning. The excitement was such at the time of the abandonment of the burning vessel that no positive statement as to the exact number of persons who perished can be obtained from the officers of the boat or from any of the passengers rescued. No record of the boat was kept by Parker Phillips because the United States naval laws do not require coastwise craft making regular trips of less than a hundred miles to make a list of passengers.

WHAT ELSE CAN THEY DO?
German Confession That Neutrality in South Africa Is Not in Accord With Inclination.

Berlin, Oct. 14.—A high German official, whose utterances may be taken as absolutely conclusive, said to a representative of the Associated Press to-day: "We shall observe the strictest neutrality, no matter what may develop in the war between the Boer republic and Great Britain. That is the only course left open, as conditions in South Africa are so complicated, and our relations with both sides are delicate. We mean to adhere to neutrality to both parties. What else can we do?"

"Other powers spoken of as likely to interfere have also concluded to keep quiet. Such rumors as now and again appear in the press, for instance that report about the alleged attempts on the part of the Russian foreign minister, Count Muraviev, to bring about concerted intervention, are unfortunately only rumors. I say 'unfortunately.' The word shows how our sympathies lie; but politics in these days must be strictly parted—interests on one side and sympathies on the other. It is true our entire press calls upon the government to oppose England seriously in this matter, but we doubtless would again be left to our unaided selves. Therefore we are going to avoid intervention and remain strictly neutral in the coming struggle."

This authoritative declaration tallies with the one made by the inspired Berliner Post, in which the policy of neutrality is likewise advanced. However, aside from the government press, every paper and every person, high or low, condemns England. Many also seriously blame the government for its inactivity.

Berlin, Oct. 14.—The Dresdener Neueste Nachrichten publishes a letter from Genl. Schiel, commander of the German corps in Transvaal, who says: "Transvaal was on the point of offering Germany a protectorate over Transvaal when Great Britain immediately moved heaven and earth to frustrate the plan. War between Transvaal and England then became unavoidable."

SATURDAY'S BASEBALL.

At Brooklyn—Brooklyn 6, Baltimore 3.
At Cincinnati—Cincinnati 12, Cleveland 1.
At Washington—Washington 12, New York 9.
At Boston—Boston 1, Philadelphia 6.
At Pittsburgh—Pittsburgh 1, Louisville 4.

Boers Wait For Attack.

(Continued From First Page.)

artillery began bombarding it. Sergt. Matthews of the Cape police, who was patrolling the railroad on horseback, brought the first news of the affair and his story leaves little hope that any of the party on board were saved. He watched the concluding episodes by daylight and saw the Boers shell the wreckage long after all resistance had ceased. There was no sign of life about the cars, he said, and yet the storm of shot and shell was continued. There was a faint possibility that some of the occupants escaped to the veldt under cover of darkness.

Besides removing the rails the Boers have destroyed several small bridges. Much anxiety is expressed here as to when the British forces will arrive. (Afternoon)—The driver of the armored train escaped to the veldt and has turned up at Maribogo, from which place he telephoned that all the persons on the train except himself were taken prisoners. An engine has been sent to Maribogo to bring the driver here.

London, Oct. 14.—The Exchange Telegraph Company received a despatch from Capetown dated this morning, saying that the Boers have blown up another armored train, carrying telegraph operators, from Mafeking. The Boers, it is reported, have seized the railroad station north of Fourteen Streams between Vryburg and Kimberley. Fighting is still continuing in the neighborhood.

Capetown, Oct. 14.—Two more armored trains are reported to have been destroyed by the Boers on the Cape railway. One was carrying a telegraph corps from Mafeking, the other was last seen at Taung's station and is believed to have been destroyed after leaving there. There are conflicting reports as to the fate of the men on the train. They are believed to have been captured. The soldiers on the train destroyed yesterday are also believed to be prisoners. A whole train of trucks carrying dynamite was also destroyed; the engine was saved. An accident to a refugee train occurred at Three Sisters; two passengers were killed and many wounded.

ATTACKS ON MAFEEKING.
Water Supply Menaced by the Boers—Col. Baden-Powell's Force Small.

London, Oct. 14.—According to despatches from the front, the Boers have made several attacks upon Mafeking, which have been repulsed.

A disquieting rumor comes from Pretoria to the effect that the Rustenburg and Marico commanders have crossed the border and entered the Rooigrond territory, between Lichtenburg and Mafeking, blowing up the bridge over the Malopo river and destroying a train-load of dynamite and the track. As Mafeking depends on Rooigrond for its water supply, the significance of this move is evident.

Col. Baden-Powell, who is in command at Mafeking, is a man of the greatest courage and energy, but he has only 2,000 men, many of them irregulars, whose fighting capacity is not known, although it is believed to be good. The fact that he has moved out of Mafeking indicates some apprehension, and in all likelihood he will have to stand a fierce assault or a prolonged siege.

YACHTSMEN'S ILL FORTUNE.

Another Day Without Wind or Incident—Will Try Again on Monday.

New York, Oct. 14.—The two big yachts got as far as the starting line to-day but did not cross. There was not enough wind to blow out the signal flag when the time came to send them away and after waiting an hour in the vain hope that a breeze might spring up from somewhere, the committee hoisted the now familiar blue flag crossed by a white bar denoting the race was off for the day.

The yachts will try again Monday but the ill luck is not saying that unless a storm comes along to stir up the stagnant air there is not much chance of a change in the weather conditions until the moon changes on Wednesday.

From daylight until five minutes past noon, when the race was postponed for the day, there was not much prospect. The yachts returned to their moorings at half past one o'clock. The guests of Sir Thomas Lipton went to Sandy Hook on the steamer Blackbird and boarded the steam yacht Erin soon after ten o'clock, reaching Sandy Hook lightship half an hour later. The big boat lloled about the starting point until the announcement that "No race" was again the verdict, then she steamed back to the Horseshoe and dropped anchor.

AGED NINETY-NINE.

Hamburg, Oct. 14.—Charlotte, sister of Heinrich, the celebrated German poet, died here to-day, aged 99.

The Season Fairly Opened

**Victoria Defeats the Navy in the
Rugby Match Yesterday
Afternoon.**

**Junior and Senior Association
Matches Played on Bea-
con Hill.**

The football season opened yesterday, when with weather that could be described as ideal for autumnal sport, a good crowd of enthusiasts at Caledonia Park saw the local stalwarts begin auspiciously by defeating the Navy at Rugby, by 31 points to 3. The ground was hard as a cement court, and the play for the beginning of the season all that could be desired. The composition of the Victoria team showed a material alteration from last year, the backs being practically the same, but four new figures appearing in the forward line. The Navy, virtually an unknown quantity to British Columbia as yet, proved exceptionally strong in the forward division, and usually had the best of the scrum, Lieut. Leneuve, their captain, doing his best to maintain a forward game. Goward, Victoria's veteran captain, on the other hand, aimed to take advantage of the hard ground in an open battle, and succeeded to that extent that the season was opened with a signal victory from a strong aggregation of good players, the Navy, albeit, having their consolation in the fact that they did not go out without a score—as was the fortune last season of every team coming up against Victoria's invincible squadron.

Proceedings opened with Leneuve winning the toss and choosing to play downhill with the slight wind at his back. The Victoria forwards followed up the kick-off well, and after several scrums Schofield, from a pass, made a fine run and scored the first point for the home colors. The try was not improved, the ball striking one of the posts and bounding off. The Navy forwards, with a good combined rush, then carried the ball dangerously close to Victoria's goal, where Miller relieved with a kick into touch. After that the remainder of the introductory half was notable chiefly for a good combined play between Gillespie and Martin, which resulted in the latter scoring. Another try was registered for Victoria by Gamble just before the call of half-time, and was converted into the major point by H. A. Goward.

Starting the second half with 11 to 0 against them, the Navy proceeded to rush matters valiantly, and by the superior weight of their forwards and the excellent play by their half-backs, looked dangerous on several occasions. Eventually, however, the ball was carried into centre field, where the Victoria three-quarters began to get in their deadly work, and with good combined play between them and the halves, scored four times well behind the posts before the indices of the clock pointed from the throw-out the Navy's contribution to the score was made shortly before the close of the match, a combined rush of the three-quarters ending in the ball going into touch close to Victoria's 25. From the throw-out, a Navy forward caught the ball and punted it into touch close to Victoria's goal line. Then April the throw-out his team's men dashed over the line. The try was not improved.

The visitors throughout played a sterling hard game, their forwards working well together and their halves being always on the ball. They, however, showed a slight weakness in the combination work of their three-quarters, this being no doubt due to want of concerted practice, and with the advent of Mr. Mathers—one of England's last-year Internationals, who is expected at any time—this will no doubt be more than overcome.

The Victoria's forwards, considering they had never before played together, held their position remarkably well, and the new men—Thomson, Lorimer, H. Pooley and H. A. Goward—did good work and gave evidence of developing into thoroughly reliable players. The packing and heeling-out of the whole forward line was, however, somewhat loose, and this must, if possible, be remedied before Victoria meets the Horwicks on Tuesday. The back division as a whole played with their accustomed combination and well-directed dash, Martin in particular doing plenty of hard, effective work.

Dr. Harries, of H. M. S. Phœnix, proved a competent and most impartial referee; and the hope was generally expressed that such a referee, as well as field, that many more similar games will be witnessed during the season. On Thursday of this week—Thanksgiving Day—the Victoria team will make their accustomed pilgrimage to Nanaimo, where the Hornets are reported to be awaiting them with a particularly strong team and a fixed determination to win last year's honors. The composition of their team is said to be very much the same as last year, although the arrangement of the men has been kept a profound secret from the general public. The Esquimalt & Nanaimo railway management, with its accustomed disposition to further the interests of road sport, has placed a special train at the disposal of the team, and general public, many of whom will no doubt be glad of the opportunity to accompany the favorites in the fight—particularly as the round trip has been placed at the economical figure of \$2.

ASSOCIATION FOOTBALL.

Yesterday's Matches.

Two matches of Association football were played yesterday at Beacon Hill, making a good commencement for the season. In one the Victorians met and defeated the Columbias by a score of 1 to 0. In the other the Columbias juniors vanquished the South Parks by a score of 2 to 1. Considering that the games were the first that have been played this season, both sides put up good football. The Columbias juniors were much heavier boys than the South Parks, but the latter had the best of the second half of the game. The goals were scored for the Columbias by Anderson and Captain Blackburn. Mr. F. Jones acted as referee for the game.

STREET RAILWAY STRIKE.

St. Thomas, Oct. 14.—Trouble which has been brewing for some time between the street car company and its employees culminated in a strike to-day. Cars will be running as usual, being operated by non-union men. About twenty men went out.

PUBLIC MEETINGS

At Semple's Hall, Victoria West,
Thursday Evening, October 12th
At Johns Bros.' Hall, Douglas St.,
Friday Evening, October, 13th
At Oddfellows' Hall, Spring Ridge,
Monday Evening, October 16th
To Discuss the
RAILWAY PROJECT VICTORIA TO CHILLIWACK.

SAMOAN PARTITION.
Statement and Denial of a New Arrangement Between the Powers.

Berlin, Oct. 14.—The Nord Deutscher Allgemeine Zeitung says: It is announced that an understanding regarding Samoa between England and Germany is assured on the basis of England taking Upolu and Germany getting compensation elsewhere. The paper adds: "This statement is misleading, as we have good grounds for believing that the government has not changed its attitude regarding Samoa."

PLAGUE AT PLYMOUTH.
P. & O. Liner From Bombay Lands Case Developed at End of Voyage.

London, Oct. 14.—The Peninsular & Oriental steamer Peninsular, from Bombay, arrived to-day at Plymouth, Eng., and landed a coal-trimmer who is suffering from a mild attack of bubonic plague. The symptoms were developed after the steamer left Marseilles. He has been isolated. No other cases are reported.

TRANSVAAL'S EVIL DAY.

Washington, Oct. 14.—Trade in the Transvaal showed considerably decrease last year according to official statistics prepared by the state department. Customs receipts decreased over \$1,000,000 between 1897 and 1898 and imports fell off \$14,000,000. The decrease to a great extent is ascribed to the general depression in trade and to the want of confidence on the part of business houses and mining companies.

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SIZES IS EXACTLY THE SAME.
E. W. GILLETT,
LONDON, ENG. CHICAGO, ILL.
TORONTO, ONT.

DIED.
CRAMPTON—At the family residence, corner of Douglas Street and Speed Avenue, on the 12th inst., William H. Crampton, aged 62 years, a native of Dublin, Ireland.
The funeral will take place on Sunday (to-day) at 2:30 p. m., from the above residence.
Friends will please accept this intimation. (Toronto papers please copy.)

MONUMENTS Call and get prices for Monuments, Copings, Urns, etc., at
BRADBURY'S Marble and Granite Work
101-103-105-107-109-111-113-115-117-119-121-123-125-127-129-131-133-135-137-139-141-143-145-147-149-151-153-155-157-159-161-163-165-167-169-171-173-175-177-179-181-183-185-187-189-191-193-195-197-199-201-203-205-207-209-211-213-215-217-219-221-223-225-227-229-231-233-235-237-239-241-243-245-247-249-251-253-255-257-259-261-263-265-267-269-271-273-275-277-279-281-283-285-287-289-291-293-295-297-299-301-303-305-307-309-311-313-315-317-319-321-323-325-327-329-331-333-335-337-339-341-343-345-347-349-351-353-355-357-359-361-363-365-367-369-371-373-375-377-379-381-383-385-387-389-391-393-395-397-399-401-403-405-407-409-411-413-415-417-419-421-423-425-427-429-431-433-435-437-439-441-443-445-447-449-451-453-455-457-459-461-463-465-467-469-471-473-475-477-479-481-483-485-487-489-491-493-495-497-499-501-503-505-507-509-511-513-515-517-519-521-523-525-527-529-531-533-535-537-539-541-543-545-547-549-551-553-555-557-559-561-563-565-567-569-571-573-575-577-579-581-583-585-587-589-591-593-595-597-599-601-603-605-607-609-611-613-615-617-619-621-623-625-627-629-631-633-635-637-639-641-643-645-647-649-651-653-655-657-659-661-663-665-667-669-671-673-675-677-679-681-683-685-687-689-691-693-695-697-699-701-703-705-707-709-711-713-715-717-719-721-723-725-727-729-731-733-735-737-739-741-743-745-747-749-751-753-755-757-759-761-763-765-767-769-771-773-775-777-779-781-783-785-787-789-791-793-795-797-799-801-803-805-807-809-811-813-815-817-819-821-823-825-827-829-831-833-835-837-839-841-843-845-847-849-851-853-855-857-859-861-863-865-867-869-871-873-875-877-879-881-883-885-887-889-891-893-895-897-899-901-903-905-907-909-911-913-915-917-919-921-923-925-927-929-931-933-935-937-939-941-943-945-947-949-951-953-955-957-959-961-963-965-967-969-971-973-975-977-979-981-983-985-987-989-991-993-995-997-999-1001-1003-1005-1007-1009-1011-1013-1015-1017-1019-1021-1023-1025-1027-1029-1031-1033-1035-1037-1039-1041-1043-1045-1047-1049-1051-1053-1055-1057-1059-1061-1063-1065-1067-1069-1071-1073-1075-1077-1079-1081-1083-1085-1087-1089-1091-1093-1095-1097-1099-1101-1103-1105-1107-1109-1111-1113-1115-1117-1119-1121-1123-1125-1127-1129-1131-1133-1135-1137-1139-1141-1143-1145-1147-1149-1151-1153-1155-1157-1159-1161-1163-1165-1167-1169-1171-1173-1175-1177-1179-1181-1183-1185-1187-1189-1191-1193-1195-1197-1199-1201-1203-1205-1207-1209-1211-1213-1215-1217-1219-1221-1223-1225-1227-1229-1231-1233-1235-1237-1239-1241-1243-1245-1247-1249-1251-1253-1255-1257-1259-1261-1263-1265-1267-1269-1271-1273-1275-1277-1279-1281-1283-1285-1287-1289-1291-1293-1295-1297-1299-1301-1303-1305-1307-1309-1311-1313-1315-1317-1319-1321-1323-1325-1327-1329-1331-1333-1335-1337-1339-1341-1343-1345-1347-1349-1351-1353-1355-1357-1359-1361-1363-1365-1367-1369-1371-1373-1375-1377-1379-1381-1383-1385-1387-1389-1391-1393-1395-1397-1399-1401-1403-1405-1407-1409-1411-1413-1415-1417-1419-1421-1423-1425-1427-1429-1431-1433-1435-1437-1439-1441-1443-1445-1447-1449-1451-1453-1455-1457-1459-1461-1463-1465-1467-1469-1471-1473-1475-1477-1479-1481-1483-1485-1487-1489-1491-1493-1495-1497-1499-1501-1503-1505-1507-1509-1511-1513-1515-1517-1519-1521-1523-1525-1527-1529-1531-1533-1535-1537-1539-1541-1543-1545-1547-1549-1551-1553-1555-1557-1559-1561-1563-1565-1567-1569-1571-1573-1575-1577-1579-1581-1583-1585-1587-1589-1591-1593-1595-1597-1599-1601-1603-1605-1607-1609-1611-1613-1615-1617-1619-1621-1623-1625-1627-1629-1631-1633-1635-1637-1639-1641-1643-1645-1647-1649-1651-1653-1655-1657-1659-1661-1663-1665-1667-1669-1671-1673-1675-1677-1679-1681-1683-1685-1687-1689-1691-1693-1695-1697-1699-1701-1703-1705-1707-1709-1711-1713-1715-1717-1719-1721-1723-1725-1727-1729-1731-1733-1735-1737-1739-1741-1743-1745-1747-1749-1751-1753-1755-1757-1759-1761-1763-1765-1767-1769-1771-1773-1775-1777-1779-1781-1783-1785-1787-1789-1791-1793-1795-1797-1799-1801-1803-1805-1807-1809-1811-1813-1815-1817-1819-1821-1823-1825-1827-1829-1831-1833-1835-1837-1839-1841-1843-1845-1847-1849-1851-1853-1855-1857-1859-1861-1863-1865-1867-1869-1871-1873-1875-1877-1879-1881-1883-1885-1887-1889-1891-1893-1895-1897-1899-1901-1903-1905-1907-1909-1911-1913-1915-1917-1919-1921-1923-1925-1927-1929-1931-1933-1935-1937-1939-1941-1943-1945-1947-1949-1951-1953-1955-1957-1959-1961-1963-1965-1967-1969-1971-1973-1975-1977-1979-1981-1983-1985-1987-1989-1991-1993-1995-1997-1999-2001-2003-2005-2007-2009-2011-2013-2015-2017-2019-2021-2023-2025-2027-2029-2031-2033-2035-2037-2039-2041-2043-2045-2047-2049-2051-2053-2055-2057-2059-2061-2063-2065-2067-2069-2071-2073-2075-2077-2079-2081-2083-2085-2087-2089-2091-2093-2095-2097-2099-2101-2103-2105-2107-2109-2111-2113-2115-2117-2119-2121-2123-2125-2127-2129-2131-2133-2135-2137-2139-2141-2143-2145-2147-2149-2151-2153-2155-2157-2159-2161-2163-2165-2167-2169-2171-2173-2175-2177-2179-2181-2183-2185-2187-2189-2191-2193-2195-2197-2199-2201-2203-2205-2207-2209-2211-2213-2215-2217-2219-2221-2223-2225-2227-2229-2231-2233-2235-2237-2239-2241-2243-2245-2247-2249-2251-2253-2255-2257-2259-2261-2263-2265-

Atmosphere And Tides.

Cause and Effect of the Tremendous Unseen Forces of Upper Air.

Interesting Deductions From Long Observation of Waves on Great Lakes.

The following is part of the interesting paper on Atmospheric Waves and Tidal Phenomena by Mr. F. Napier Denison, of the meteorological service at Victoria, read at the last meeting of the Natural History Society:

As the subject under consideration to-night lies within our atmosphere, let us first briefly glance at the primary forces at work within this huge aerial ocean, at the bottom or on the shoals of which we live. This vast gaseous mass, whose upper limit is now known to extend 100 miles, is kept in constant motion by solar action. At the equator the air expands under the vertical solar rays, becomes lighter and rises, giving place to the following heavier surface air from either side, which is constantly being heated and converted into an enormous ascending column, which at a great altitude overflows towards the poles. And, owing to the earth revolving upon its axis, these upper poleward currents are deflected to the right, as the surface "trades" also are. This constitutes the primary atmospheric circulation. The velocity of this poleward drift is greatest in winter and least in summer. One can scarcely realize the great velocity of these upper currents, when during a fine wintry day we usually watch the plane-like clouds, or more common "mar's" tails, appear in the west and apparently leisurely float across our meridian. Accurate measurements have shown that the average velocity of these in winter is over 100 miles an hour, and personally I have observed the not uncommon velocity of 120 miles an hour. The miles per hour is their average rate of movement at heights varying from 5 to 10 miles above us.

Now that we have seen what tremendous unseen forces exist above, let us turn our attention to the probable cause of atmospheric waves as we find them recorded upon our sensitive barographs. The late Prof. Helmholtz, of Berlin, has clearly demonstrated that waves can be formed in the air between states of different densities, when these are travelling either at different velocities or in opposite directions. The expansion of the first 10,000 feet of our aerial envelope by solar action, carrying automatic instruments has proved that well defined differences in temperature and density do exist between successive air strata passed through; and all of us have noted the marked undulating character of the clouds upon a sunny day. Such clouds indicate the presence of atmospheric waves, their upper surfaces corresponding to the crests.

For several years I have been studying these waves as recorded upon the sensitive instruments at the Toronto Observatory, in conjunction with our synoptic weather charts. The results of this investigation have thrown considerable light upon their origin and bearing upon different types of approaching weather, and after their publication in various scientific journals, including the British Association Report for 1897, many encouraging letters were received from various parts of the scientific world, including ones from Lord Kelvin, Sir William Whittaker and Prof. Geo. Darwin.

A brief summary of the chief points already deduced may here be stated before describing how recent local researches are tending to prove what already has been suggested.

At Toronto—That marked atmospheric waves are recorded upon the sensitive barographs, when the barometer is high over the lake region, and an important storm area is approaching from the southwest or west, whereas should the latter approach from the northeast or press to the north, only minor undulations will be recorded. The explanation suggested is that when the barometer is low (that is, the air light) to the southwest, as in the former case, the air at a moderate height above us tends to move towards this depression. This sets up a secondary current, the rapidly moving upper poleward drift, therefore waves are set up along their boundary surfaces which extend down to the bottom of our aerial ocean, where we find them recorded. In the case of a storm area from the northwest or north, the lower air is moving approximately in the same direction as the primary upper current (viz., from the southwest to northeast), hence an unbroken though rapidly falling trace is observed.

That these waves often appear during fine calm weather, and before the local barometer begins to fall preceding the approach of a storm from the southwest. That these aerial waves or billows in passing over both lakes and oceans tend to set up upon their surfaces undulations which upon lakes have been termed "seiches" and upon oceans "secondary tidal undulations." These undulations are thus recorded in our barograph records from Lake Ontario, and the study of over 1,000 Canadian Atlantic tidal records, and corresponding weather charts.

That secondary tidal undulations exist throughout the world to a greater or less degree, their time depending upon the distance from the coast, and greatest at the end of a long shallow bay.

Positive Proof That Japanese Catarrh Cure Cures.—The following testimonial is only one of the hundreds daily received by the proprietors of Japanese Catarrh Cure. Coming from an extreme climatic region, the catarrh is more prevalent and more difficult to cure than in other parts, makes it more valuable. Mr. James Farr, of the well-known firm of J. & E. A. Farr, Chilliwack, B. C., writes: "I have been very badly troubled with catarrh for years, and tried all the advertised remedies and many doctors, but in every case the catarrh came back. One year ago I purchased six boxes of Japanese Catarrh Cure, and since finishing the treatment with this remedy have not felt the least sign of catarrh. My nephew, William Bentley, was also so bad with catarrh that it was unpleasant to go near him. He has also been cured by Japanese Catarrh Cure. We keep it for sale in our store, and know of many others similarly afflicted who have been cured." Japanese Catarrh Cure is guaranteed to cure any case of catarrh. Sold by all druggists. Price, 50 cents. A free sample will be sent to any person suffering from this disease. Enclose 5 cents in stamps. Address: The Griffiths & Macpherson Co., Toronto.

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Finance and Commerce

New York, Oct. 14.—To-day's stock market represented nothing more than a contest of professional operators. There were small buying orders at the opening for London account, and the rumors of a reverse for the Boers seemed to help prices to move upwards. The bear campaign against Brooklyn Transit was successful, the stock was at one time forced 2½c under last night. Metropolitan and Manhattan seemed to slip, but recovered the decline, with a final rally of 1½c in Brooklyn Transit. Pullman has added three more points to its price, and Great Northern preferred, three. G. I. was pretty generally wiped out after the publication of the bank statement, but the coverings of the bears brought some prices a fraction above last night again. The decrease of over a million in the cash reserves of the banks was a disappointment, as experts had figured on an increase of about that much. Stocks closed as follows:

Atchafalaya	209½
B. & O.	49½
C. & O.	25½
C. C. & St. L.	57½
C. B. & O.	129½
C. & N. W.	165
C. M. & St. P.	129½
C. R. I. & P.	111½
D. & H.	119½
D. L. & W.	187½
Erie	124
Great Northern	171½
Illinois Central	112
L. & N.	61½
Manhattan	100½
Missouri Pacific	43
N. Y. C.	117½
N. Y. O. & W.	133½
N. Y. O. & W.	248
P. & N. E.	51½
P. & N. E.	74½
Pennsylvania	130½
T. C. & I.	114
U. P.	62½
Wabash	21
Western Union	87
Anacosta	48
Steel and Wire	11½
Sugar	143
Tin Plate	37½
Tobacco	119½
B. R. T.	81
Con. Gas	188½
Gen. Steel	53
Gen. Steel	53
Met. Street Railway	101
Nat. Lead	29
Nat. Steel	50
Air Brake	148
People's Gas	106½
U. S. Leather, pfd	77
U. S. Rubber	40½
Bar silver 50¢	
Gold 100¢	
Mer. certificates 57½	

Local Share Market

(Reported by Cuthbert & Co.)

SATURDAY, Oct. 14.
The most important news received for some time by the Victoria shareholders, that the Portenoy came to land tonight. The foreman of the mine reports that they have struck the Waterloos vein in the north drift from the shaft on the last ledge, and that he has a large body of ore of similar character to the Cariboo of Camp McKinney. The details of the strike are not to hand, but it is very pleasant to know that the hopes and anticipations of the management are being realized, and that the shareholders have not been misled in any way. The chief sales of to-day were in White Bear, Waterloo and Winnipeg. Some White Bear sold around 40¢ Waterloo at 11¢, and Winnipeg at 20¢. Rumber, Cariboo sold at 47¢. Deer Park, B.C. Noble Five 23-92½; Noble Five 22-92½, and Genora at 42¢. We expect to hear some good news of Noble Five within a few days.

Eastern Share Markets.

(Reported by F. S. Taggart & Co.)

CHICAGO, Oct. 14.	Open.	High.	Low.	Close.
Wheat	75½	75½	75	75½
Dec.	72½	72½	72	72½
Corn	32½	32½	32½	32½
Dec.	31½	31½	31½	31
Port	955	955	955	955
Dec.	810	810	807½	807½

NEW YORK, Oct. 14.	Open.	High.	Low.	Close.
Amn. Sugar	141½	141½	140½	141
C. B. & Q.	129	129½	129	129½
C. M. & St. P.	127½	127½	127½	127½
Manhattan	100½	100½	100½	100½
C. R. I. & P.	112	112	111½	111½
Amn. Tobacco	119	125½	119	119½
A. T. & S. F., pfd	125½	125½	125½	125½
T. C. & I.	114	115	114	115
A. T. & S. F., com	20½	20½	20½	20½
H. B. & N.	81½	81½	80½	81½
B. R. T.	81½	82½	80	81
U. P.	43	43½	43	43½
A. S. W.	51½	52	51½	51½

MACHINISTS AT WORK.

Strike Declared Off When Company Agreed to Negotiate With Union.

Winnipeg, Oct. 14.—(Special)—The machinists' strike on the C. P. R. is off and all machinists' fitters, boilermakers and blacksmiths on the line, from coast to coast, are back at work. The general committee met this morning, when the sub-committee who had interviewed Manager Whyte reported that the management of the mechanical department had asked for an interview with the general committee, and on these grounds the committee unanimously decided to declare the strike off. The general committee then brought the matter before a meeting of the strikers when they were apprised of the company's move, and that the strike was off. The announcement was received with great applause. Manager Whyte of the C. P. R. has gone to meet President Coughlin, who will arrive in the city to-morrow morning on his trip of inspection. H. H. David Mills addressed a Liberal meeting here to-night.

CANAL BLOCKED.

Montreal, Oct. 14.—A break in the seventh lock of the Beauharnois canal is very annoying to shippers at this time, when there are no making every effort to rush their freights through. Repairs are now being made, but it will probably be next Tuesday when navigation is resumed.

COLONIAL VOLUNTEERS.

Canada Provides Only What Is Absolutely Demanded as Condition of Acceptance.

Ottawa, Oct. 14.—A message from Mr. Chamberlain shows that the acceptance of colonial volunteers is made contingent upon their equipment and despatch to Capetown by the colonial governments, and it will be noticed that the Canadian government has not volunteered anything more than absolutely required by the conditions laid down, as follows:

London, Oct. 14.—The Secretary of State for War and the Commander-in-Chief desire that you express the high appreciation of the signal exhibition of the patriotic spirit of the people of Canada shown by the offers to serve in South Africa, and to furnish the following information to assist the organization of forces into units, suitable for militia requirements:

Firstly—Units should consist of about 125 men.
Secondly—May be infantry, mounted infantry or cavalry; in view of numbers already available, infantry are most and cavalry least serviceable.
Thirdly—All should be armed with decimal 303 rifles or carbines, which can be supplied by the Imperial government if necessary.

Fourthly—All must provide their own equipment, and the mounted troops their own horses.
Fifthly—Not more than one captain and three subalterns to each unit. The whole force may be commanded by an officer not higher than a major.

In considering the numbers which can be employed, the secretary of state for war will be guided by the nature of the officers, but desires that each colony should be fairly represented and the limits necessary if the force is to be fully utilized by the available staff as an integral portion of the Imperial forces. They would gladly accept units.

The conditions are as follows: Troops to be disembarked at the point of landing in South Africa, fully equipped at the cost of the colonial government or volunteers. From the date of disembarking the Imperial government will provide pay at Imperial rates. The troops to embark not later than the 31st of October, proceeding direct to Capetown for orders. Inform, accordingly, all who have offered to raise volunteers. (Signed) "CHAMBERLAIN."

PERSONAL.

A. Ballie, Tacoma, and A. W. Blackie, of Liverpool, are guests at the Dillard. William Dalby and Thomas Hooper returned from the Mainland last night. W. Carter, of Harrisburg, Pa., leaves for the East to-day via the Great Northern.

Capt. Christiansen and Alex. McDermott were passengers from Vancouver last evening. W. H. Carrick, vice-president of the Gurney Foundry Company, Limited, Toronto, is visiting Victoria.

A. Beale leaves for New York, via the Great Northern, this morning. From New York he goes to Europe.

W. F. Andrews, manager of the British American Paint Co., was a passenger from the Mainland last evening. Miss Ethelwynne Marrack, of San Francisco, is here on a visit to her sister, Miss Gertrude A. Marrack. Miss E. Marrack is a brilliant pianist, and may be heard here during her visit.

STOCK BROKER'S STORY.

Montreal, Oct. 14.—Senator Forget's stock broking office has received the following private cablegram from London: "Heavy fighting in Natal officially confirmed. No definite news as to result, but rumor says it's favorable."

If you drink brandy, try Martell's Three Star.

C.P.N. Co., Ltd., Steamers

Will leave Turner, Beeton & Co's wharf for

Dyea Skagway Wrangel

(Carrying Her Majesty's Mails) as follows:

At 8 o'clock p. m.

"DANUBE," Oct. 4 and 18.

"TEES" Oct. 11 and 25.

AND FROM VANCOUVER ON FOLLOWING DAYS.

For freight and passage apply at the office of the company, 64 Water street, Victoria, B. C. The company reserves the right of changing this time table at any time without notice.

SPECIAL ANNOUNCEMENT.

THE BRITISH PACIFIC GOLD PROPERTY COMPANY, Limited Liability, begs to announce that it has opened for purchase by the public a new block of 250,000 shares of Treasury Stock at 10 cents per share, the current market price of this stock since organization. THE COMPANY'S OFFER IS TO RETURN THE AMOUNT PAID FOR TREASURY STOCK TO SUBSCRIBERS THEREFOR IN DIVIDENDS IN FULL BEFORE ANY DIVIDENDS ARE DECLARED IN RESPECT OF ANY OTHER PORTION OF ITS STOCK.

In order that Victorians generally may avail themselves of THIS UNEQUALLED OFFER, and reap the benefit to be derived from the development of one of THE MOST REMARKABLE MINERAL PROPERTIES IN THE PROVINCE, NAMELY THE NEW YORK GROUP, PORT HUGHES, WEST COAST VANCOUVER ISLAND, this company has decided to allow persons preferring to do so to purchase shares within the next three months upon THE INSTALLMENT PLAN, that is to say, BY PAYING ONE CENT PER SHARE PER MONTH UNTIL THE FULL AMOUNT IS PAID. One from this property ASSAYS 32½ PER CENT IN COPPER, BESIDES GOLD AND SILVER, and has recently obtained A MEDAL AND DIPLOMA OF HONOR at the Empire Exhibition, London. For specimens of ore and assays, prospectus, and other information respecting this and other properties of the company, and the company itself, apply at the Company's Office, No. 28 Broad Street, Victoria, B. C.

USE USE

EDDY'S BRUSHES

The most durable on the market.

EDDY'S Telegraph and Telephone

Eagle Parlor,

Victoria Parlor,

Come's Parlor MATCHES

For Sale Everywhere

Stoddart's Jewellery Store.

will shortly be removed to premises adjoining Nichols & Kenout's Hardware Store.

Eight Day Striking Clocks \$3.00

Every Article Reduced to Clearing Sale Prices...

St. Alice Water

From the

Hot Springs of Harrison

THORPE & CO., Ltd.

Telephone 435

P. O. Box 180

W. PELLEW-HARVEY & CO.

Mining Engineers, Assayers, and Chemists.

15 Broad Street, Victoria, B.C.

Next door Dillard Hotel.

MINES and PROSPECTS

Examined and Reported on.

D. R. IRVINE of 12 years' office

of H. M. Geological

Office, 502, Survey, Scotland,

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Office, 502, Survey, Scotland,

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Canadian Pac Navigation Co. Ltd.

WHARF ST., VICTORIA.

Time Table No. 96—Taking Effect September 1, 1898.

Victoria to Vancouver—Daily, except Monday, at 1 a.m., Sunday at 11 p.m. Vancouver to Victoria—Daily at 1 o'clock p.m., or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, Ladner and Lulu Island—Sunday at 11 o'clock p.m. Wednesday and Friday at 7 o'clock. Leave New Westminster for Victoria—Monday at 1 o'clock p.m.; Thursday and Saturday at 7 o'clock. Leave Victoria for Pender and Moresby Islands—Thursday at 7 o'clock.

NORTHERN ROUTE.

Steamships of this company will leave for Port Simpson and intermediate points, via Vancouver, the 1st and 15th of each month, at 8 o'clock p.m.

ALASKA ROUTE.

Steamships of this company will leave every Tuesday for Wrangel, Dyea and Skagway at 8 p.m.

BARCLAY SOUND ROUTE.

Str. Willapa leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, extending latter trips to Quinalto and Cape Scott.

The company reserves the right of changing this time table at any time without notification.

G. A. CARLTON, General Freight Agent.

C. S. BAXTER, Passenger Agent.

Canadian Pacific Railway.

Soo Pacific Line.

PACIFIC TO ATLANTIC

WITHOUT CHANGE.

Palace and Tourist Sleeper through to Toronto, Montreal, Boston and St. Paul.

Tickets to and from all points in Canada, United States and Europe.

For folders, pamphlets and full information, apply to

B. W. GREER, Cor. Fort and Government.

Steamship Tickets

To and from

Montreal, Boston,

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And All Lines.

For all information as to sailings, rates, etc., apply to

B. W. GREER, Cor. Govt. and Fort Streets

THE NORTH-WESTERN'S

FAST MAIL

Have added two more trains (the Fast Mail) to their St. Paul-Chicago service, making eight trains daily between

Minneapolis

The Colonist.

SUNDAY, OCTOBER 15, 1899.

Published by

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Limited Liability.

No. 27 Broad Street Victoria, B.C.

W. H. ELLIS, Manager.

Pictures...

..OF..

Victoria and Vicinity.

Six Beautiful Photo Chromos Equal to Water Colors.

Everyone visiting Victoria should Procure a Copy

Price - - 15 Cents.

Of All Newsdealers and at the Office of Publication.

Do not forget the importance of registering as a voter at the earliest possible day. Forms of application can be had at:

The office of the Collector of Votes in the Court House.

Messrs. Drake, Jackson & Helmcken's, Messrs. McPhillips, Wootten & Barnard's.

Messrs. Hall & Goepel's.

Mr. H. B. Robertson.

The Colonist.

The Times.

Messrs. Mun, Holland & Co.

Messrs. Lee & Fraser.

Messrs. Nicholles & Renout, Limited.

Messrs. Langley & Martin.

Henry Galloway, Belton avenue, Victoria West.

Register to-day, in case you may be called out of town.

An impression prevails among a great many people that because their names are on the voters' list in use hitherto, it is not necessary for them to make a fresh application. This is a mistake. Only the names of those persons who apply for registration will be put on the new list. Will every person who reads this take the trouble to tell some one else, so that everybody may know?

THE WAR.

Interest in the news from the seat of war is rapidly growing in Victoria, but as yet it has scarcely been realized that Great Britain in undertaking the greatest military enterprise she has had on hand within the memory of men now living, and is transporting across seas the largest army ever despatched from the shores of England. There may be modern precedents for such a large expedition to so distant a country, but we do not at this moment recall any. Those who were watching the bulletins yesterday, and until late in the afternoon when the Colonist got its connections established, they were exceedingly meagre, had a tolerably exciting time of it. The report of a Boer repulse at Mafeking was followed shortly after noon by a Colonist bulletin to the effect that there had been fighting at Ladysmith and that 2,000 Boers had been killed. A few minutes later this paper was able to report this story as unconfirmed and before the evening paper was on the street the public were in possession of official information from London that there had been no engagement at Ladysmith.

The war preparations now in progress will form a test of the ability of the Empire to take care of herself on land. That she can do so against all comers on sea is universally admitted, but there has been much doubt expressed as to what she can do ashore. Indeed Continental critics have been in the habit of making merry over Great Britain's alleged inefficiency from a military point of view. We will all learn a great deal on this point in the course of the next few weeks. To transport fifty-two thousand troops thousands of miles across the sea, and to send with them all the immense equipment rendered necessary by modern warfare is an undertaking of the

first magnitude, and we may well hesitate to believe if any nation in the world except Great Britain could undertake to do it successfully within her own resources.

Another feature of the operations now in progress which adds great interest to them is the participation of colonial contingents. As one London paper has said: "This is real Imperial Federation." The principal events reported yesterday were the engagements at Mafeking and the reconnaissance of Sir George Stewart White from Ladysmith. The fact that General White returned without having been able to draw the Boers out indicates that the latter are not quite as eager for a fight as has been represented. The destruction of armored trains is something that must be expected in a country where the railways are so open to attack as they are in South Africa. Such things are exasperating, but they are only the work of guerilla bands and do not signify any permanent advantage to the Boers.

CANADA'S CONTINGENT.

There will be very general regret that while Canada will furnish a contingent of men to aid the Imperial forces in South Africa, there will be no Canadian contingent, strictly speaking. The troops from the Dominion will not be in a corps by themselves, officered by Canadians, but will be absorbed in British regiments and be under British commanders. The Dominion will not be called upon to pay the men while on service. As this matter is necessarily in the hands of the Imperial government, who are responsible for the whole management of the war, there is nothing left but to accept its decision loyally. Probably from a military point of view the plan adopted will prove better than that which Canadians would naturally have preferred.

As there is no means of telling what the demands upon the Empire may be, before there is peace again, Canada may yet be given an opportunity to exhibit her grateful love for the flag in some other way. We do not for a moment fancy that the Boers are capable of a prolonged resistance, or that they will not be taken care of in satisfactory fashion without any further call upon the colonies; but when the torch of war has once been ignited, no one can pretend to say when it will be extinguished. Other nations have shown no disposition to interfere, but our Empire is not loved in foreign courts, where jealousy of our crowned democracy blinds the judgment of rulers and statesmen. An attempt may be made to take advantage of hostilities in South Africa to settle some other matters to the disadvantage of Great Britain. The fitting out of a flying squadron indicates that the Imperial authorities recognize that it is necessary to be prepared for any eventuality. John Bull's fighting blood is up, and the nation will not take very much from any one without resenting it vi et armis. So Canada may yet have all the chance she could ask for to prove her mettle.

SOME FINANCIAL POINTS.

In his remarks at John's Bros.' Hall on Friday night, Mr. Lugrin raised some questions bearing upon the proposed Victoria-Chilliwack railway, which are presented in this article in more definite form than they appeared in the report of the meeting. The only object in thus laying them before the public is that the promoters of the particular plan now under discussion may take an equally public way of meeting them, in order that before any attempt is made to ask the ratepayers to vote upon a contribution of \$500,000 to the project in the way of a stock subscription, they may have full details before them.

The cost of the undertaking is placed at \$1,500,000. This money is to be used in acquiring the Victoria & Sidney railway, extending it to the terminus of the Esquimalt & Nanaimo railway, and providing deep water facilities at Sidney; in building two steamers, one for freight and the other for passengers, to ply between Sidney and White Rock, a point on the Mainland of British Columbia a little north of the city of Blaine; and in the construction of 64 miles of railway from White Rock to Chilliwack.

The estimated cost of the acquisition of the Victoria & Sidney railway and its extension into the heart of the city and to deep water at Sidney is \$150,000. Mr. Lugrin asked for details. He asked what allowance had been made for right-of-way from Hillside avenue, the present terminus of the line, to the terminus of the E. & N. He was told in reply that the city was expected to give the right-of-way. He asked if the promoters had made any estimate of the cost of the right-of-way if it was through private property, or of the compensation that would have to be paid to the owners of abutting property, if the railway were carried through the streets, and was told that they had not. It was also not stated by the promoters what sum Mr. Paterson is willing to take for his interest in the Victoria & Sidney; nor are there any details of the cost and nature of the proposed terminal at Sidney. It is submitted that until the promoters of the plan are prepared with further information upon these points they ought not to ask the ratepayers to accept their estimate of \$150,000. Moreover, if this line is to be the terminal connection of three transcontinental lines, as the promoters claim, is it not far within the probable cost to say that terminal facilities in Victoria, not to speak of anything else, can be provided for so small a sum. Have the promoters considered what the terminal facilities of even a single transcontinental line have cost at Vancouver, Seattle or Tacoma?

The second point is as to the cost of the terminal facilities at White Rock, and the absence of satisfactory information

as to the suitability of that point to be the terminus of a ferry. The information before the public in this regard is very meagre and not sufficient to warrant any one in voting a large sum of money to an enterprise which is based upon the supposition that the proposed terminus is a good one, and that \$50,000, the amount stated in the estimates, is sufficient to provide what is needed there.

The third point is as to the uncertainty surrounding the anticipated aid from the federal and provincial governments, and the likelihood of \$100,000 being subscribed by the citizens of Victoria. This needs no further comment.

The fourth point is as to the contemplated flotation of \$500,000 of bonds at par, for the plan contemplates that they shall be disposed of at par. These bonds it is proposed to make chargeable upon the Mainland portion of the scheme only, which is wise, for the Sidney railway is already mortgaged for \$300,000, or something over \$15,000 a mile. It will hardly be claimed that a freight car ferry to cost \$30,000, or a passenger steamer to cost, say, \$150,000, would be regarded as permanent security for a bond issue, so we are left with the 64 miles of track on the Mainland as security for the proposed loan of \$500,000. The bonds could not be floated at par upon such security. Here we have 64 miles of railway, a part of it through unsettled country, with a great river flowing within a few miles of it, and another railway just across the river, and on this it is necessary to borrow \$500,000. Have the promoters any guarantee that to raise such a sum they would not have to bond the road for at least \$10,000 a mile—that is, do they believe that they could dispose of such bonds, without the interest being guaranteed, for a greater figure than 80 cents on the dollar? Then there is the further question whether a railway corporation, six-sevenths of the stock of which is owned by municipal corporations, which proposed to manage the enterprise, could borrow any money at all on railway bonds, without guaranteeing the interest.

The cost of the enterprise would seem to be as follows, supposing bonds could be floated at 80:

Estimated cost according to plan	\$1,500,000
Sidney railway bonds out-standing	300,000
Excess of bond issue to raise \$500,000	130,000
Total	\$1,948,000

To this must be added the cost of right-of-way through the city, and a margin to cover all contingencies in regard to the proposed Mainland ferry terminus. We do not pretend to know what the right-of-way through the city would cost. If the line were brought in to the head of Douglas street and carried down so as to make a passenger station of the Market House, as is proposed, and were taken thence to the terminus of the E. & N., the idea being to cross the bridge and establish large terminal grounds with warehouses on the Indian Reserve, Douglas street property would immediately decline in value, and the owners would expect compensation. It would also be impossible to reach the E. & N. without occupying other streets, and probably without taking private property. The cost in either case would be large. The proper way to reach the E. & N. with a railway line from the Sidney road is by the water front, but this would involve large land damages.

These are some financial points which we submit the promoters of this undertaking ought to grapple with immediately.

THE TRAVAIL OF NATIONS.

By some inscrutable decree of Providence nations, like individuals, have their hours of travail. One might almost say that the history of the world has been written in blood. By a strange coincidence the whole English-speaking race is to-day engaged in war, and the honest observer of events must confess himself at a loss to account for either the campaign in South Africa or that in the Philippines. To all appearances both might have been avoided. In neither case did the greater nation seek for war. That Great Britain was honestly desirous of coming to a peaceful settlement with the Transvaal is beyond all contradiction; that the United States was completely surprised at finding itself confronted with a war with the Philippines is known to every one. Yet we have these two great nations putting forth their might to crush what must be admitted to be brave and resolute peoples. That in each case success will attend the effort is not questioned by any one. In a short time we will witness the extinguishment of two interesting republics in South Africa and the defeat of a plucky attempt to found a republic in the Philippines, and both acts will be accompanied by nations, which justly claim to be the champions of self-government. That South Africa will be the better for the struggle precipitated by President Kruger, and that the Philippines will be vastly benefited by their subjugation by the United States is beyond all question, but this does not in any way detract from or lessen the difficulty of reconciling such conflicts with our ideas of right and wrong, unless we accept the explanation that nations are purified and strengthened by conflict.

The horrors of war are beyond all definition. Even in operations on a restricted scale the suffering is intense. It is not alone the deaths upon the battlefield, or the sufferings of the wounded which lend agony to it. In far extended circles the wave of anguish spreads. But it is not all evil; for it begets the spirit of self-sacrifice; it strengthens patriotism without which government would be impossible. While it gives scope to the ferocity which lurks deep in humanity,

Progressiveness.

Only the ignorant say 'tis good enough—it can be no better. Only the slothful will rest contented with a past achievement. But the progressive, wideawake hustler says; This season MUST AND SHALL be better than last. Our goods must be better and our trade larger.

This is just what the FIT-REFORM makers say for this season. With the cleverest designer obtainable, the most skillful tailors and finest and most exclusive line of Suitings in Canada, they now say there is no better garment made anywhere at any price or by any tailor in Canada.

Your money promptly refunded if desired is our expression of confidence in the FIT-REFORM garments

The Fit-Reform Wardrobe.

73 Government St., Victoria.

Mail orders promptly attended to. Samples and self-measurement forms on application.

It also develops courage and sympathy. It teaches mutual respect. It brings to light the spirit of heroism which as much almost as anything else makes for the betterment of mankind. If we could wipe all the bloodstains from the tablets of history, we would remove the record of many wrongs and of incalculable suffering, but we would at the same time efface the memorials of the most splendid heroism, the grandest self-sacrifice, the loftiest courage. What would the world be without the heroes of its battlefields? The story of how

"Like the fiery lava
Dashed the Light Brigade
Down to Balaklava"

has given many a man a better conception of his duty to his country, has taught him that a flag that was worth dying well for is worth living well for. The awful deeds at Cawnpore, the ever-glorious relief of Lucknow, the magnificent capture of Delhi—these deeds made British India of to-day possible. The blood of the women and children slain by the command of the infamous Nana Sahib watered the seeds of a new life for the women and children of India. The conceptions of duty born in the terrible hours of the Mutiny have rendered it possible for a handful of Britons to govern justly hundreds of millions of Hindus.

Let us go a little further back in history and glance at that day at Waterloo, from which the smoke of battle lifted to show Great Britain "mightiest of nations under Heaven." Is not the British race the stronger, nobler and better for that terrible trial? The lessons of those immovable squares of infantry, animated by the single thought to stand shoulder to shoulder as long as enough men were left to form in rank, will not be lost upon men of our blood as long as the English language is spoken. What grander lesson can be taught than that which will be forever associated with Trafalgar, that "England expects every man to do his duty"? Let us take a wider range of vision, and in memory review that time when our glorious Mother Land "stood alone against the world in arms," refusing to make peace with Napoleon, backed as he was by all Europe. What was the fruit of that sublime travail? Was it not the great Empire whose flag stands the world over for freedom and equal rights? And so we might go on unrolling the scroll, pointing out how in the War of the Roses democracy was born, how the Crusades gave the masses of the people relief from slavery, how even the terrible incursions of the Goths and Visigoths made modern civilization possible. But space will not permit. We must be content to draw the lesson that out of much evil cometh great good.

An extra edition of the Colonist, with the fullest despatches obtainable from South Africa, will be delivered to subscribers and on sale to-morrow morning.

All disorders caused by a bilious state of the system can be cured by using Carter's Little Liver Pills. No pain, griping or discomfort attending their use. Try them.

Assay Office, 15 Trounce Ave

Gold only, \$1.50; gold and silver, \$2; copper, \$2; gold, silver and copper, \$3. Ten samples or over from one party in a month, 50 per cent. off above prices.

Jas. B. Thomson,
Provincial Certified Assayer.

B. C. Year Book

1897

By R. E. GOSNELL

Cloth\$1 50 per copy

Paper Cover.. 1 00 per copy

THIS TRADE SUPPLIED.

This book contains very complete historical, political, statistical, agricultural, mining and general information of British Columbia. Profusely illustrated.

THE COLONIST P. & P. CO., LTD
VICTORIA, B.C.

TENDERS

are requested for the supply of the Garrison Canteen, Work Pt. Barracks

for the following articles:

BEER,
SODA WATER,
LEMONADE and GINGER BEER,
COAL OIL,
POTATOES,
TOBACCO, CIGARS, CIGARETTES,
GROCERIES.

Less excise and customs duties. The tender will be for twelve months. The lowest or any tender will not necessarily be accepted. Full particulars and detail of articles required can be obtained from the Canteen Manager. Tenders will be opened on the 20th inst.

JAMES MOIR,
Major R. A. M. C.,
President Reg. Institute.

REMOVED.

JOHN BARNESLEY & CO. have removed to their new premises, No. 115 Government street, where will be found the largest stock of Sporting Goods in the Province. Telephone No. 663.

MONEY TO LOAN

On Improved Real Estate, first mortgage, ordinary plan or monthly payments covering interest and principal for periods from 63 months to 154 months.

SWINERTON & ODDY,
106 Government St.

Notice to Contractors

Tenders will be received up to 12 o'clock noon of Thursday, 19th instant, for an extension to St. Saviour's Church, Victoria West. Plans and specifications may be seen by applying to C. T. Penwill at W. S. Fraser & Co.'s, Wharf street. Tenders to be addressed to Rev. W. D. Barber, Victoria West.

SPENGER'S

Special Offering for Monday!

20 pieces finest All Wool French Cloths, 54 in. wide, worth from \$1.50 to 2.50 per yard;

Monday, \$1. per yard

In this lot of fine cloths for Ladies' Suits are a great many of the Newest Plain Shades, as well as mixtures.

D. SPENCER

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NOTICE

To intending purchasers of land suitable

...FOR...

Farms & Chicken Ranches
Nurseries & Market Gardens
Orchards & Milk Ranches
OR Suburban Homes.

The CLOVERDALE FARM ESTATE consists of some 400 acres, lying immediately north of Tolmie Avenue, between Saanich Road and Cook Street. Quadra street, a well-graded street, runs through the property, the city water main following the line of Cook street. Portion of it lying on the city boundary line has been divided into one and five acre blocks, suitable for SUBURBAN HOMES, and offers some splendid lots for building, and at the figures we can sell at it would PAY YOU TO INVESTIGATE and buy an acre or two, instead of one lot in town. The balance has been divided into 8, 10, 12 and 20 acre pieces SUITABLE FOR FARMING, GARDENING, etc. There is a variety of soil to choose from, some of it being as GOOD LAND as you could possibly want. The bulk of the land is only TWO MILES FROM THE CITY HALL. This is a VERY GREAT ADVANTAGE, as you can dispose of your produce to the private consumer and get the highest market prices. THERE IS MONEY IN WORKING a piece of land so situated, as good prices can always be obtained off the consumer for milk, butter, eggs, etc. We are offering the land at EXCEPTIONALLY LOW FIGURES. After a certain proportion is disposed of the PRICES WILL BE RAISED, as the owners cannot afford to sell much at the present figures. The PRESENT PRICES make quite a consideration to purchasers, and if for nothing else you ought to buy it, as it would be a GOOD SAFE INVESTMENT. EASY TERMS will be given to those who wish it, deferred payments at 6 per cent. Further particulars will be willingly given.

APPLY TO... OR TO...
Swinerton & Oddy, Lee & Fraser,
106 GOVERNMENT STREET TROUNCE AVE.

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Dealers in

HARDWARE

Iron, Steel, Nails, Etc., Pipe Fittings, Etc., Mill, Logging and Mining Supplies, Metallic Shingles, Siding, Etc.

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THE BEST POLICY BEST COMPANY MUTUAL LIFE

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District Managers

VICTORIA TIDES.

[By Mr. Napier Denison.]

The sea of the accompanying scale corresponds to 14 feet of water in the channel off Shoal Point, and 18.6 feet above the sill of the Esquimalt dry dock.

Time.	Height above zero	Time.	Height above zero
5:30 a.m.	3.8 feet.	6:20 a.m.	4.3 feet
1:20 p.m.	7.6 feet.	2:00 p.m.	7.6 feet.
5:01 p.m.	6.5 feet.	6:20 p.m.	4.2 feet.
10:00 p.m.	7.3 feet.	11:30 p.m.	7.9 feet.

THE LOCAL NEWS.

Use Blue Ribbon Flavoring Extracts.

Carpenters' Tools at Cheapside.

If you have beauty,
I will take it.
If you have none
I will make it.
Savannah, Photo.

Best Lawn Mowers at Cheapside.

Smoke "Nugget Cigar." Meiss & Co.

Base XXXX on draught at the Oc-

cidental.

Drink "Hondt," purest and best of

Ceylon teas.

"Rickshaw" Ceylon Tea at Jameson's,

35 Port street.

Air Tight Stoves, perfect beauties, at

Clarke & Pearson's.

Majestic Ranges at Cheapside.

Hot lunch at the Manhattan from 11

a. m. to midnight.

When you require sporting goods ring

up Telephone 645, Henry Short & Sons,

72 Douglas street.

Note Paper.—All sizes and colors at

the Victoria Book and Stationery Co.

(Gate Jameson's.)

Reduced Rates to the East.—Over the

Northern Pacific Railroad, effective Sep-

tember 12, the second-class rate to Chi-

cago will be reduced to \$46; second-class

rates to all points east of Chicago will

be reduced also. E. E. Blackwood,

agent.

"All our fine teas require 25 minutes

to infuse" was formerly the yarn on some

grocers' bags. Times, tastes and tastes

have changed, and it is wonderful how

easy and quickly a delicious cup of

"HOND" can be made. See directions

on the packets.

Your prescriptions will be filled just as

your doctor orders, when left at the

New Drug Store. Pure drugs and of the

finest quality. F. W. Pawcett & Co.,

40 Government street.

Ready for the Rails.—Advices from

the North are to the effect that 20 miles

of the Cariboo extension of the White

Pass & Yukon railway is now graded

and ready for the rails.

Not a Game District.—Willie Chue is

the somewhat unusual name of a young

man who attended at the police court

yesterday on the invitation of

Constable Carter, for violation of the

Street by-law. The by-law infraction

alleged was discharging a shotgun with-

in the corporation limits. Mr. Chue

having been rash enough to go pot-hunt-

ing in proximity to Constable Carter's

residence. The fine was ten dollars.

Has Left the City.—Charles Kramer,

who was arrested a few days ago for

passing worthless checks in Portland,

and released on the intimation from

Portland that the punishment of the

offender was not worth the cost to those

interested. The police report that he

has left the city by advice.

Electric Light Fittings.

Graceful,

Elegant,

Novel.

Call and Inspect Our New Stock.

G. C. Hinton & Co.

63 Government Street.

Pulmonic Cough Cure.

The Acknowledged Remedy for
all Throat and Lung troubles.
HALL & CO.,
Dispensing
Chemists,
Clarence Bldg.
Cor. Yates and Douglas Streets.

walked off with it, only to be in his turn
collared by Constable Conlin. To-mor-
row he will tell the magistrate all about
it—and the interpreter will get \$2.50
more.

"Extra Dry" on the Way.—Messrs.
Pither & Leiser have been advised that
a direct shipment from Reims of G. H.
Mumm & Co.'s famous champagne, con-
sisting of 1,500 cases, is now on the way
over the C. P. R.

Growing Lodge.—Vancouver Encamp-
ment, No. 1, I. O. O. F., at their meet-
ing on Tuesday evening, will confer the
first degree on one brother, and one patri-
arch will be advanced to the second de-
gree; also two applications for mem-
bership will be considered.

Cattle Thieves.—A number of cattle
have recently been killed in the
woods in the Metochin and Happy
Valley districts. The hides and choice
cuts are taken by the thieves and the
balance of the carcasses is left in the
woods.

Mrs. Weeks' Funeral.—The funeral of
the late Mrs. Weeks took place yester-
day afternoon from the residence of
Mr. Geo. Weeks, and later from St.
Barnabas church, where Rev. Mr. Mil-
ler officiated. Those who acted as pall-
bearers were Messrs. Maynard, Winsby,
Woodward, Mercer, Winsby and Blake.

"The Municipal Voters' List.—By a
notice decorating the City hall bulletin
board, Ald. MacGregor announces his
intention of moving to-morrow evening
that tenders be invited by advertisement
in the Times for printing the municipal
voters' list for 1900—such tenders to be
received at the clerk's office not later
than 1 p.m. of Friday next, the 20th
instant—and that a special committee be
appointed to award the contract without
further reference to the council.

Y. W. C. A. Annual Meeting.—There
was a good attendance at the annual
meeting of the Y. W. C. A. which was
held at the rooms yesterday afternoon.
The Rev. D. MacKay presided. After
an opening prayer by Bishop Cridge sat-
isfactory reports of the year's work
were read. The meeting was addressed
by the Bishop of Columbia, Rev. H. F.
Hastings, Rev. J. P. Knox and Rev.
W. L. Clay, each giving words of en-
couragement to the work of the associa-
tion.

Ancient Forestry.—Court Northern
Light A. O. F., at its quarterly meet-
ing on Wednesday evening initiated six
candidates and received eight applications
for membership. During the Forestry
year just ended the court has held the
record for initiations, having initiated
113 new members with 72 applicants to
the yet initiated. At the next meeting
the chief ranger's team will provide a
banquet to the members who took part
in the recent competition. Members
wishing to be present at the banquet to
be given to the officers and delegates of
Columbia District can secure their tickets
at Court Vancouver's meeting on Mon-
day evening, when Court Northern Light
will be present in joint session to receive
the district delegates.

The Blockade Raised.—When the last
advices were received from the North by
the direct steamers to this city, there
was upwards of 2,000 tons of freight
stalled at Bennett, waiting to be sent
forward to Dawson and Adlin, and the
shippers would be disappointed in their
expectation of getting delivery of their
goods ere winter sealed the waterway.
This will, fortunately, not be, however,
for a telegram received from Mr. Haw-
kins last evening contains the good news
that on the 10th instant, only 25 per cent
remained and no difficulty was anticipat-
ed in disposing of the balance. The
railway people count upon navigation
down river remaining open until Novem-
ber 1.

Prosecutor Not Present.—Peter Mich-
aelson, the sealer who was very anxious
to proceed with the prosecution of An-
gela Kelly for theft when he gave that
young woman into the charge of Con-
stable Munro and Jackson on Thurs-
day evening, evinced so little interest in
the matter yesterday—when the case was
set for trial—that he failed to attend at
the police court. The result was that,
although it would have been quite in-
order had the magistrate promptly dis-
missed the information, a further re-
mand was ordered until the 17th.

A New Word for the Code.—It is one
of the dearest ambitions of the tele-
grapher to be able to coin new words for
incorporation in the "code"—that is
Phillips' system of abbreviations in com-
mon use among the brethren in the hand-
ling of press business. Yesterday saw
a triumph scored for the New York
senders. "RDONW," he said to the
Western brigade. It staggered them for
a minute. The words on record, al-
though reluctantly, they said "R." "R"
by the way means "Repeat." The "R"
did so, chortling no doubt—with the
sneering thought that he had the re-
ceivers fazed. It was no use trying a
policy system on the new combination.
The receiving operators gave it up, and
the sender had the satisfaction of ex-
hibiting nicely simulated impudence as
he explained: "R-D-O-N-W—Race De-
clared Off; No Wind. What did you
think it would be?" But no one an-
swered.

House Builders and Contractors.—We
invite you to visit our grate, mantle and
tile department. We carry the largest
variety of these goods in the province; no
other dealer has duplicates of our pat-
terns. Sole agents for Dawson grates
and the great Majestic steel range. We
invite visitors to the New Westminster
exhibit to examine our display. A special
discount allowed to purchasers from a
distance. McLennan, McFeely & Co.,
Ltd., Vancouver, B. C. Branch stores:
Dawson, Adlin and Bennett.

IMPORTANT NOTICE.

Mr. Albert H. Halder, F.G.S., Mining
Engineer, "REUTER'S SPECIAL COM-
MISSIONER" for American and Canadian
mines, will leave for England shortly, and
prior to his leaving is prepared to report
on mining properties, to assist in the
location of properties on the English market,
and to give general advice upon financing
of mines. For full particulars apply
to "Reuter's Lodge," 1500 Robson street;
telephone No. 781, Vancouver.

STOOPE SHOULDERS



C. H. BOWES & CO.,
CHEMISTS, ETC.,
100 Government street, near Yates street.

Services In The Churches

Sermons and Musical Arrange-
ments for Morning
and Evening.

Eighth Anniversary of St. Paul's
Presbyterian Church,
Victoria West.

Bishop Perrin will be the preacher at
Christ Church cathedral this morning,
and the evening service will be con-
ducted by Canon Beanlands. The musical
arrangements follow:

MATINS.
Voluntary—"Adante Con Moto" Smart
Venite.
Psalm for the day.
Te Deum.
Hymns—433 and 520.
Benedictus.
Hymns—417, 37 and 303.
Kyrie.
Voluntary—"March Triumphant" Gullman
VESPERS.
Voluntary—Postlude in F.Batiste
Psalm.
Magnificat.
Nunc Dimittis.
Athenium—"Hear My Prayer"Croft
Hymns—520, 415, 425 and 222.
Voluntary—"March Festival"Archer

At St. Barnabas church the services
are choral eucharist, 8 a.m.; matins
and ante-communion, 11 a.m.; choral
evening song, 7 p.m. The rector, Rev. E.
G. Miller, will be the preacher.

There will be morning prayer at 11 and
evening at 7 at St. John's, the rector,
Rev. Percival Jones, being the preacher
at both services. The musical arrange-
ments are as follows:

MORNING.
Organ—"He Shall Feed the Flock" Handel
Hymns—4, 433 and 520.
Organ—"God Save the Queen"Dr. Bile
Hymns—520, 415, 425 and 222.
Voluntary—"March Festival"Archer

At St. Barnabas church the services
are choral eucharist, 8 a.m.; matins
and ante-communion, 11 a.m.; choral
evening song, 7 p.m. The rector, Rev. E.
G. Miller, will be the preacher.

There will be morning prayer at 11 and
evening at 7 at St. John's, the rector,
Rev. Percival Jones, being the preacher
at both services. The musical arrange-
ments are as follows:

MORNING.
Organ—"Hymn of Nuns"Wely
Psalm—74.
Anthem—"O Come, Let Us Worship"Himmel
(Solo, Miss Clarke)
Hymns—14, 463 and 427.
Organ—"Allegro Maestoso"Marchant
EVENING.
Organ—"Melody"West
Psalm—97.
Anthem—"If I Go Not Away"Caldcott
(Solo, Miss Clarke and Mr. W. Barton.)
Hymns—166 and 159.
Organ—"War March of the Priests"Mendelssohn
The Rev. Dr. Campbell will preach in
the First Presbyterian church in the
forenoon and the Rev. Donald MacTae,
of St. Paul's, in the evening. Pastor's
Bible class and Sunday school is held in
all the Presbyterian churches in the
afternoon.

Both morning and evening sermons at
the Metropolitan Methodist church will
be preached by Rev. W. W. Baer, M. A.,
of Nanaimo; those at the Centennial
church by Rev. W. H. Barnabrough, and
those at the Victoria West church by
Rev. J. D. P. Knox.

Rev. J. F. Vichert, M. A., will preach
at 11 a.m. and 7 p.m. at Calvary
Baptist church. The morning subject will
be "The Disciple's Reward," and the
evening "The Unprofitable Servant." A
Baptism will be administered at the
evening service. The sermons at
Emmanuel church will be by Rev. J. G.
Hastings, M. A., the subjects being
"The Ambassador's Message" and
"Promise and Blessing."

Services will be held in the First Con-
gregational church in the morning at 11
and evening at 7. Mr. S. M. Okell will
preach in the morning, and Rev. F.
Payne, the pastor, in the evening. The
subject in the evening will be "The
Mills of God."

At the Reformed Episcopal church
Rev. Dr. Wilson will preach morning
and evening, the subjects being "Nature
and Revelations" and "Mistakes About
Moses."

Services at the Home of Truth, 71
Discovery street, will be held at 11 a.m.
and 7:45 p.m., and Sunday school at
12:15.

The W. C. T. U. will hold special
services in the A. O. U. W. hall at 3 and 8
p.m. Mrs. S. M. I. Henry, national
evangelist, will give two addresses, the
subjects being "What is the boy worth?"
and "Why go many of the children of
the church go to ruin." All pastors are
invited to take a place on the platform.

The Christadelphians will have under
consideration at their class to-night at 7
o'clock, in the A. O. U. W. building,
upstairs, Acts 26:6, 7. All interested
are invited to take part.

The order of the services at the Uni-
versal Brotherhood meeting at 8:15 will
be: Pianoforte solo; reading of the
aims and objects of the United Brother-
hood; reading from one of the sacred
books of the world; address, "Souls
Seeking Bodies"; pianoforte solo; ques-
tions; pianoforte solo.

Hospital Meeting.—The postponed
meeting of the directors of the Jubilee
hospital will be held at the usual place
and hour to-morrow evening.

Martell's Three Star Brandy is the
favorite.

PEMBERTON & SON,

Real Estate, Financial and Insurance Agents

TO LET OR FOR SALE.

A Large Well-Planned Residence.

On Rockland Avenue with grounds attached thereto
This very commodious and handsome residence
commanding a magnificent view of Mount Baker and
the Straits can be rented or purchased at a very
moderate figure.

45 FORT STREET.

VICTORIA, B. C.

The STERLING,

88 Yates Street.
Victoria, B. C.

We have just received a
large consignment of....

Ladies' Capes, Jackets and Costumes

Also the Latest Styles in

French and American Millinery



THE STERLING

88 Yates St.

A LUXURY IN TELEGRAPHY.

A Ten-Word Message Almost as Expen-
sive as a First-Class Passenger

The management of the Canadian Pa-
cific telegraphs are in receipt of official
advices including the new temporary tar-
iff on messages for Skagway and points
beyond, over the wires of the White
Pass & Yukon railway, and the new gov-
ernment line to Dawson.

These, for the distance covered, go on
record as the highest tolls in any part
of the civilized world; and while every-
one will allow that a high rate is per-
missible for Dawson business, it is nev-
ertheless the opinion of old telegraphers
that the rates announced are beyond the
limit of justification.

Particularly is this true with regard to
the railway's stretch of wire, for which
all commercial or press business is what
may be termed a "pick-up." From
Skagway to Bennett, a distance of but
41½ miles, for example, the rate is \$1.00
for a ten-word message, and five cents
for each additional word.

This is at the rate of more than two
cents per mile, or as much as a first-
class passenger ticket costs on a great
many lines.

The complete tariff for points reached
by the far northern wires, inclusive of
25-cent local service from the office in
this city, is as follows to the places
named:

On the Cariboo Road.—One of the most
interesting bicycle performances this
year has just been accomplished by J.
Collins, of Craigflower road, who has
just returned from spending the summer
looking after a number of building con-
tracts in Cariboo. The ride commenced
at Ashcroft and was over the old Cariboo
road for upwards of 200 miles.

Lady Lecturer.—Mrs. Henry, the na-
tional evangelist of the W. C. T. U. of
the United States, is the lady whose ad-
dresses to-day will be the menus, it is ex-
pected, of crowding the A. O. U. W. hall
to its capacity at 3 and 8 o'clock. On
Friday Mrs. Henry addressed a gath-
ering in the Metropolitan church, taking
for her subject, "The Mother's Work in
a Home," and her remarks were greatly
appreciated. At 3 o'clock to-day she is
to speak on "What is a boy worth?" and
after church is out in the evening she
will lecture on "Why children drift
away from church." All the choirs of
the city will take positions on the plat-
form, and a large number of the clergy
will also be present.

If you had taken two of Carter's Little
Liver Pills before retiring you would not
have had that coated tongue or bad taste
in the mouth this morning. Keep a vial
with you for occasional use.

TO-DAY

Opening of
Boys'
Reefer Jackets

Season after season we have placed before
you the best values to be had in Boys'
Reefer Jackets, bringing them to you di-
rect from Glasgow's biggest manufacturers,
remitting that you would appreciate the
saving thus effected—and you have.

To-day a full showing of all sizes.
The boy of three or his big brother of 10
can be fitted from this lot.
Prices, \$1.25 to \$3.50, according to size
and quality.
Will you buy them now while the assort-
ment is complete?

W. G. Cameron,

The acknowledged cheapest cash
clothier in Victoria, 55 Johnson st.

Blankets...

The Success in our Blanket Department last season
induced us to make very heavy purchases for the
coming season. Buying direct from the mills as we
do enables us to offer values equal to Wholesale
prices, in Light Gray, Mid Gray, Silver Gray, Extra
Super and Middlesex. See these blankets before
buying elsewhere.

Down Quilts, Warmth without weight, at \$6.50 and \$7.50.

Puritan Comforters, Filled with pure white cotton, specially
prepared and carded into strong cross
laps, to prevent breaking into lumps when washing. See windows.

The Hutcheson Co., Limited.

70 Government Street.

THE WESTSIDE.

OUR FALL STOCK

OF

Macintoshes & Overcoats

Is Now Complete.

A large selection.

Prices right.

W. & J. WILSON

83 Government
VICTORIA, B. C.

WINTER...

Seems to be starting early this year, and no
time should be lost in laying in a stock of
warm things to wear and to cover you;
delay often means heavy doctor's bills and
much suffering. Be wise in time.

Flannelettes

If a Flannelette is likely to fade, we tell you so. All
our goods are sold for exactly what they are, and you
can always depend on what you buy here. This popular
line of goods has ever been a leading one with us. This
season, however, we have excelled ourselves both in
variety and value.

27 inch English Flannelettes, 8 cents.
30 inch English Flannelettes, better quality, 9 cents.
30 inch Flannelettes, pretty colorings, 10 cents.
30 inch Flannelettes, our regular line, 12½ cents.
31 inch Flannelettes, special, worth 18c., 15 cents.

JACKETS

This is the kind of weather that makes you feel the
need of a Jacket. Our stock of Jackets has never been
so varied; all kinds of weights and prices. We believe
we are offering the best value in Victoria.

HENRY YOUNG & CO.,

The White House.

Corby's Rye Whiskey.

In Bond and
Duty Paid.

Lively Session Looked For.

Port Angeles Ferry Proposition To Receive Consideration To-Morrow Night.

Alderman MacGregor's Motion To Secure Mortgage Security on the V. & S.

A lively session of the city council is not unanticipated when the members of the aldermanic board resume committee-to-morrow evening on the Port Angeles Eastern ferry by-law. When the committee rose last Monday, reporting progress, only the first section had been passed, after the amount of the subsidy provided for had been cut in two.

At the figure adopted, \$8,750, the interested company promoters declare they would not accept the desired contract.

Under these conditions it is quite possible that the friends of the by-law may ask for a rising of the committee without report—thereby abandoning the mutilated measure. Or on the other hand, they may allow matters to take their course in the committee, in order to ascertain how far the opponents of the by-law may go.

Ald. MacGregor, who is looked upon as the sponsor for the scheme insofar as the council is concerned, declares emphatically that he has not received any assurance from the heads of the proposed company that they would be willing to accept anything less than the amount originally stipulated.

He is confident, however, that \$12,500 would be agreed to if the company were permitted to reduce the speed of their steamers from knots to miles—such a lessening of speed making an immense reduction possible in operation charges, otherwise coal consumption.

In the event of the city declining to entertain the proposals of the ferry promoters, it is quite within the range of possibility that the Beechy Bay scheme may be revived by private enterprise. Mr. D. W. Higgins, the junior member for Esquimalt, is again pressing the claims of his district for the ferry terminus, and in company with President Cushing of the Port Angeles Eastern, Mr. Turabull, attorney for the company, and an engineer, went last night to Peder and Beechy bays, where to-day will be spent in a thorough examination of all conditions.

Ald. P. C. MacGregor has since the several railway propositions came so conspicuously before the public, been looking carefully into the status of the guarantee on the Victoria & Sidney road. As a result, he has given notice of a resolution in the following terms, which he will bring before the council at its meeting to-morrow:

"Whereas the Victoria & Sidney Subsidy act, 1892, recites that the railway company has agreed in consideration of a guarantee of interest on its bonds to pledge its undertaking as security therefor:

"And whereas the company is empowered to charge its undertaking and its

tolls and property, real and personal, in respect of such guarantee secured and subject only to the charge in favor of the bondholders:

"And whereas the Lieutenant-Governor-in-council is by the act authorized to enter into all agreements and arrange all details for carrying out the provisions of the act;

"And whereas provision is also made for permitting the corporation to share in any security taken for advances;

"Therefore, be it resolved, that the government be requested to take such steps as may be necessary to obtain security in the nature of a mortgage over the Victoria & Sidney railway, its undertakings, tolls and property, real and personal, for the amount of the advances made by the government and corporation to the railway, in satisfaction of their respective guarantees of interest; and that the mortgage contain such terms and clauses as will permit the corporation to share in such security pro rata to the extent of its guarantee."

GETTING READY FOR MARKET.

Seal Skins Being Prepared for Shipment at a Rapid Rate.

The warehouses along the waterfront present busy scenes these days. With sealing schooners arriving at the rate of two and three a day skins have to be quickly handled and it is this work of preparing the pelts for the London market that is causing the activity. The sealers have generally done well this year and should fair prices be realized the industry will be put on a stronger footing than it has been since the business started to decline some years ago. Very little buying if any has been done yet and what local prices will be no one will venture to say. There are six of the sealing fleet yet to return and these, it is estimated, will make the total catch for the season something like 25,000 skins or 36,481 skins for the year which is an improvement over that of last year.

MARINE NOTES.

Steamer Willapa with lumber and supplies, carried a good freight when sailing last evening for Alouset and intermediate coast points. She had among her passengers Messrs. Boss, De Berier and W. H. Bruin.

Work on the Victoria Marine Railway is being rapidly pushed and the plant will be open for business on November 1. For rates apply at yard or Telephone No. 257.

It is unofficially stated that the steamer Charmer will at the end of this month succeed the Islander on the Victoria-Vancouver route.

D.G.S. Quadra returned to port yesterday evening from renewing the buoys around Victoria.

Steamer Dirigo is now overdue from Skagway. It is not expected she will call here en route south.

The R.M.S. Empress of Japan is due from the Orient on Tuesday.

R.M.S. Aorangi sails for South Sea points on the 20th.

Steamer Danube is due from the North to-day.

Register as a Voter.—Do not delay any longer. On the fourth page of to-day's paper you will find a list of the places where you can have the necessary application made out for you. If it is not convenient for you to leave your place of business, send word to the Colonist and we will see that you are registered.

The Finest Made—Martel's Three Star Brand.

THE LOCAL NEWS.

Lucky Numbers.—The winning numbers at the regular Saturday evening drawing of P. Campbell yesterday were as follows: First, 9,000; second, 6,924; third, 8,001; fourth, 6,944; fifth, 6,988.

The Jury Takes a Trip.—The jury in the Armour case took a Saturday holiday from the confinement of the courtroom and visited the scene of the alleged seduction. The trial proceeds to-morrow.

May Not Come.—French Consul H. M. Grahame has heard nothing more concerning the expected visit to Europe of the cruiser Frolet. He has accordingly reached the conclusion that the proposed visit has been cancelled.

Commander's Visit.—General Hutton, commanding the Canadian volunteers, is expected to arrive here on either Monday or Tuesday evening. He reached Vancouver yesterday and was met by Lieut.-Col. Gregory, commanding the Fifth regiment, and other volunteer officers. He will spend one day at Nanaimo organizing a volunteer corps there, and the rest of the week will be spent in Victoria, inspecting the forts, and on Saturday the Fifth regiment.

Fishermen Attention.—To-day being the last of the fishing season it is to be expected that the trains on the Island road will be crowded with Waltonians. Although the season is now at its end, the fish both at Shawinigan and in the Koksilah are reported to be taking the fly well, and present in goodly numbers. For Thursday next—Thanksgiving Day—the management of the railway announces a special double train service with exceptionally low rates.

An Early Meeting.—Although no date has yet been announced, it is expected that there will be a meeting of the police commissioners early this week, to discuss the question of re-organization, strengthening the force numerically, and otherwise improving its protective efficiency. Rumor has it that one of the constables slated for dismissal as incompetent, has retained a legal adviser, and will retaliate by presenting charges against a superior officer, so that a general washing of dirty linen may possibly become a feature of the session.

Auction To-morrow.—An important auction sale of valuable furniture and carpets will be conducted by Mr. Herbert Cuthbert in his salesrooms, 37 and 39 Langley street, opposite the Law Courts, at 2 p.m. to-morrow (Monday). A fine pianoforte and a unique Oriental dinner service, said to be worth \$500, will be included in the sale. Mr. Cuthbert will also hold an auction sale on Tuesday at 11 a.m., at the store lately occupied by Mr. Simeon Duck, 58 Broad street, of new and second-hand furniture, in consequence of Mr. Duck retiring from business.

Many Attractions.—Mr. Fred Targoose, secretary of the Saanich Agricultural Society, was in town last evening, and speaks enthusiastically of the prospects of the annual show next week. The exhibits are coming in very freely—by entry—and the show itself will be the best on record. In addition there are to be Indian and farmers' races, and a baby show that promises to be a huge success. Three newly-arrived residents of the west road are to be numbered among the competitors, and there

are others. Harry Helmecken will officiate as judge, and the usual dance will conclude the festivities in the evening.

FORESTERS' MEETING.

Columbia District Will Have Business Session of Three Days—Banquet on Tuesday Evening.

This will be an important week in A. O. F. circles. The annual Columbia District meeting will commence its sessions in the K. of P. hall at 9 o'clock to-morrow morning and will continue its business throughout Tuesday and Wednesday, giving a grand banquet in the Occidental hotel on Tuesday evening. Delegates to the meeting from all parts of the province will arrive by steamer and train this evening and the gathering is expected to be large. The banquet will be an elaborate spread, the best Mr. Porter, the proprietor of the hotel, can give. Tickets of admission will be limited and those most desirous of attending are asked particularly to take note of this fact.

The managing committee of the banquet is made up of J. W. Robinson, H. Henly, S. Wilson, P. Smith, W. B. Hall, G. P. Hauff, H. Maynard and T. Smith, while the officers of Columbia District are Phil R. Smith, D.C.R.; W.M. Bennett, D.S.C.R.; F. P. Watson, D.S.; S. A. Bantly, D.T.

On Monday evening Camps Vancouver and Northern Light will hold a joint meeting which will be open to all delegates.

ON HOTEL REGISTERS.

J. D. Fray, of the San Francisco & Pacific Glass Works, is at the Driford. He is paying Victoria one of his periodical business visits, being in search of sand to be of service in the manufacture of glass. This is harder to find than one would imagine, as the sand must contain at least 98 per cent. of silica to be of service. It is found generally near Vancouver, and from there shipped South. The company, which Mr. Fray represents, is a big corporation, owning dye plants in all and employing 1100 men. There are besides the glass works a box factory, a tool works, and paper and lithographing plants. One of the big requirements of the company is cotton wood, which the customs demand shall be used in the casing of liquors. This wood is scarce, and Mr. Fray is under the impression that it can only be obtained on the Coast in Oregon. The company intends to open a press plant in Seattle shortly, for the making of crockery, dishes, etc., but this will be their only branch business north of San Francisco. Mr. Fray stated that his company could not begin to manufacture glassware on a small scale, as it is only in the immense output that profits are made, and it is for this reason a branch for British Columbia could not at present be thought of.

W. P. Scroggie, of Dawson, and R. C. Smith, E. Park, P. A. Mitchell, W. and A. Purvis and J. B. Lowrie, of Atlin, registered at the Dominion. The party were passengers from the North by the steamer City of Seattle.

Capt. H. F. Weeden of the bark Marlon Chiffort, now loading at Chemainus, and Capt. J. S. Gibson, of the milling company, are guests at the Victoria.

Charles Olvis, a tanner from the New England States, who is visiting the Coast with a view to starting up in business, is at the Dominion.

J. D. Young, the Dawson representative of B. A. Morris, tobaccoist, is in the city, and a guest at the Victoria.

F. W. Parker, the Seattle representative of the "Short Lines," and Miss Parker are at the Victoria.

Peter P. Gow and E. W. Stark, of Vancouver, are spending a holiday in Victoria.

Mrs. Roswell P. Hitchcock returned from Atlin yesterday, and is at the Driford.

THE IDOL OF THE TURF

The Most Popular Jockey in America and England Recommends Stuart's Dyspepsia Tablets.

No jockey has ever appealed so strongly to favor as Tod Sloan.

He has achieved more than his most noted predecessors ever attempted and stands in a class by himself. Not satisfied with his successes in his native country, he went to England and now his fame as a successful horseman is on the tip of every tongue not only in this country and England but in every section of the globe where racing has found favor.

When Tod first went to England his temper was openly laughed at, but the little American played skittles with his English rivals and his victories made all England gasp.

Having the stamp of royal approval, society both at home and abroad "honored" him and he is fêted and petted to an extent that would turn an ordinary mortal's head.

The great jockey was in such demand socially and dined and whined to such an extent that it was feared his health would give way. Too much society and the nervous strain of racing told on him. A two weeks' trip to America made him acquainted with Stuart's Dyspepsia Tablets and their remarkably restorative effects on a depleted digestive apparatus have become a household word in America, and two families are without them. One or two taken after meals keep the stomach sweet by causing prompt and healthy digestion of the food.

Perfectly healthy people use them after heavy dinners to keep their good health and to make sure that no ill effects will follow an unusually hearty meal.

Your druggist will tell you, or your doctor either that "Stuart's Dyspepsia Tablets" are composed of only of digestive ferments, Ascepsin, Pepsin, Hydrastis, fruit acids, etc., and for the strong stomach as well as the most delicate constitution a safeguard against indigestion and stomach troubles.

VICTORIA THEATRE.

Tuesday, October 17

Jacob Litt Presents Last Season's Grand Success.

MISTAKES

WILL HAPPEN!

TO SEE IT IS TO LAUGH!

Headed by

Mr. Charles Dickson

And a Strong Comedy Cast.

Prices: 25, 50, 75, and \$1.00.

Sents on Sale at Victoria Book & Stationery Store.

NEW HATS

NEW CAPS

Waterproofs

Men and Boys

ARTHUR HOLMES

78 YATES STREET,

CORNER BROAD

THOMAS EARLE

WHOLESALE GROCER
and IMPORTER.

92, 94 and 97 Wharf Street,
VICTORIA, B.C.

Goods suitably packed for transportation by Sleighs or otherwise.
Requisite Custom House Papers prepared free of charge.

Klondike and Miners' Outfits.

Just Arrived... From HOLLAND

A large consignment of
Dutch - Bulbs

In grand condition.
WM. DODDS, Florist,
207 Fort Street.

A. O. U. W. HALL

Week Commencing
OCTOBER 7th.

Return engagement of the talented Actress

Miss Georgie Woodthorpe

Popular Prices: 10, 20 and 30c

Seats on Sale at Lombard's

THIRTY-SECOND ANNUAL

Fall = Exhibition

OF THE
Saanich Agricultural Society

WILL BE HELD AT THE
Agricultural Hall, South Saanich
ON

Friday and Saturday,

OCTOBER 20 and 21.

Live stock to be judged on Saturday morning.
Indian and Farmers' races Saturday afternoon, commencing 8 o'clock, following with Baby Show at 4 o'clock.—Judge H. D. H.

BAND IN ATTENDANCE IN THE AFTERNOON.

DANCE TO BE HELD IN THE EVENING.

The election of officers for ensuing year will take place at 4 o'clock on Saturday afternoon.
Trains leave Hillside Avenue station at 7 a.m., 10:30 a.m., 2 p.m. and 7:30 p.m. Returning will leave Saanich at 8:25 a.m., 11:30 a.m., 6 p.m. and 11:30 p.m.

Refreshments served on the grounds.

ADMISSION . . 25 cents.

RITCHIE'S

NAVY CUT TOBACCO

MILD, MEDIUM, STRONG

25c. PER TIN



PER TIN 25c.



FREE SAMPLES TO ALL.



HARRY L. SALMON

"THE CORNER,"
VICTORIA, B. C.

E.G. Prior & Co., Limited L^dty
DEALERS IN
WHITMAN'S STEEL HAY PRESSES



Farm Engines
Straw and Ensilage Cutters; Root Cutters and
Grain Crushers; Vehicles of all Descriptions.

**HARDWARE, - IRON - and STEEL
MECHANICS' TOOLS.**

Write for Catalogue and Prices to E. G. Prior & Co., Ltd., Victoria, B. C.

Write for Catalogue and Prices to E. G. Prior & Co., Ltd., Victoria, B. C.

Meteorological Office,
VICTORIA, Oct. 14—8 p. m.
WEATHER SYNOPSIS.

TEMPERATURES.		
	Deg.	Deg.
Victoria ..	28	51
New Westminster ..	30	50
Kamloops ..	26	42
Barkerville ..	14	39
Calgary ..	4	34
Winnipeg ..	28	40
Portland, Ore. ..	36	52
San Francisco, Cal. ..	48	58

Gossip of Plays and Players Billed for the Victoria Stage.

VICTORIA DAILY RECORD.
Report for 24 hours ending 5 p.m. Observations taken daily at 5 a.m., noon and 5 p.m.

The velocity and direction of the wind were as follows:

5 a.m.	1 mile west.
Noon	4 miles south.
5 p.m.	9 miles south.

Average State of Weather—Partly cloudy.
Sunshine—3 hours 30 minutes.

Barometer at noon—Observed.....30.168
 Corrected.....30.170

PASSENGERS.

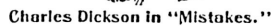
By steamic Victorian from the Sound:

Alex. Ballif.	L. Hofer.
Alex. Binckle.	J. Myers.
Frank. Parker.	Chas. Wertell.
Mrs. Hitchcock.	L. Campbell.
Robert Barclay.	J. Schuch.
J. McPherson.	A. Rosch.
Mrs. J. McPherson.	W. Hern.
Mrs. Howell.	W. Monroe.
Mrs. Huston.	Sam. Plunkett.
Wm. Gunn.	J. R. Jeanjans.
R. M. Barr.	Miss Hogan.
J. L. Young.	W. Purvis.
W. T. Scroggie.	L. Russell.
J. P. Laurier.	W. Wallace.
A. Dace.	T. H. Groff.
D. Purvis.	F. H. Collins.
A. D. Brice.	John Gullin.

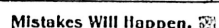
Harsh purgative remedies are fast giving way to the gentle action and mild effects of Carter's Little Liver Pills. If you try them, they will certainly please you.

Ask for Martell's Three Star.

Both Mr. and Mrs. Hunter-Chase give the same day, hour and place to complete arrangements, and then the trouble be-



The rehearsal begins most propitiously, but it is hardly well under way when Mr. Hunter-Chase and Dorothy enter. They remain below stairs. The couple in the loft can hear only the man's voice, and at that time that gets into the tenderer tones. Discovery is inevitable! Of course, it comes and when it does, Mr. Hunter-Chase gets the full benefit of his wife's tongue. The last act brings all of the characters back to the boarding house. Genowin tries to be very dignified with his wife; he doesn't



After three profitable seasons with his own play of "Tennessee's Pardner" on the road, Arthur C. Alston has taken up the Swedish comedian Ben Hendricks and is introducing him in a brand new dialect play written to fit the star. It was with this comedy-drama, "A Yenu-

Arthur C. Aiston is one of the busiest managers in New York. At present he is directing the tours of "A Stranger in a Strange Land" and "The Sorrows of Satan," for William A. Brady, at the same time directing the tour of Ben

attraction at the Savoy during the week now opening. She was until quite recently leading soprano in the Mormon Tabernacle choir at Salt Lake City, Utah, an organization of 800 voices that is to be featured under American management in the great choral competition

Register as a Voter.—Do not delay any longer. On the fourth page of to-day's paper you will find a list of the places where you can have the necessary application made out for you. If it is not convenient for you to leave your place of business, send word to the Colonist and we will see that you are registered.

CONSIGNEES

By steamer Islander from Vancouver:	
Ames Holden Co.	Ritthet & Co.
Hudson's Bay Co.	Thos. McMillan
J. Morcy & Co.	Wilson Bros.
Williams & Co.	Lenz & Lelsner.
D. Spencer.	G. W. Neill.
J. Leroy & Co.	Blackthorn Bros.
Off. in chrg. of Barr's	Vescott Bros.
H. C. Jobling Co.	Vic. Book & Sta. Co.
Co. P. Burton.	W. Wall & Co.
G. Elinton & Co.	Lenz & Lelsner.
Barber Bros.	E. W. Pratt.
Ed. J. Turner.	W. Prior & Co.
Challouer & Mitchell.	Turner, Beaton & Co.
Gregg & Sons.	Mrs. Alice Blythe.
D. Williams & Co.	Sam. Hall.
C. R. Burton.	Er. G. Taylor & Co.
D. R. Pottlenger.	Ramsay Bros.
S. Sea, Jr. & Co.	Dom. Ex. Co.
W. A. Bakery.	A. H. Lobb.
Bow Lung.	B. C. Pitz. & Eng. Co.
Hudson's Bay Co.	Jas. Thompson.
H. Hutcheson.	Singer Mfg. Co.
By steamer Victorian from the Sound:	
Chas. Hayward.	O. C. Friecke.
The P. S. Co.	D. K. Chagnarans.
W. S. Fraser.	E. Munro & Co.
F. R. Stewart & Co.	H. B. Levy.
W. S. Fraser.	V. J. Pitts.
W. P. & Co.	W. A. Ambody.
Shore & Anderson.	St. Chem. Co.

The Best of Evidence

The great popularity of G. H. Mumm & Co's. "Extra Dry" Champagne is due to the unvarying uniformity of its excellence. From year to year the high quality of the wine is continued, this being due to the fact that the very finest vintages are prepared in large quantity. For the nine months ending October 1st, 1899, there were imported into the United States 74,684 cases of Mumm's "Extra Dry", 52,556 cases over the next highest on the list, as shown by the official records. This is one of the best evidences that the wine is everything that is to be desired, as it has occupied this prominent position for years. These figures do not include the importations of Pither & Leiser, which are direct from Reims, and 1500 cases of which are now en route via the C. P. R.

THE GREAT LEADER

G. H. Mumm & Co's.

“EXTRA DRY”

Champagne

THE FINEST IN THE MARKET

Imports of Champagne

INTO THE UNITED STATES

By the Sole Agents of the
Various Brands.....

From Jan. 1st to Oct 1st, 1899

CASES.

G.H. Mumm & Co's Extra Dry 74,684

MOET & CHANDON	22,128
POMMERY & GRENO	20,714
HEIDSIECK & CO.	8,300
LOUIS ROEDERER	6,583
PIPER HEIDSIECK	6,500
RUINART, PERE & FILS.	5,901
VVE. CLICQUOT	5,745
FERRIER-JOUET	3,435
DELBECK & CO.	1,360
ERNEST IRROY & CO	1,200
A. DEMONTBELLO & CO	1,195
BOUCHE, FILS & CO.	1,137
GOLD LACK	897
ST. MARCEAUX.	886
VARIOUS BRANDS (15 or more)	12,569

Total 173,049

Compiled from Custom House Records.

Wholesale Wines, Liquors and Cigars.